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YACHTING

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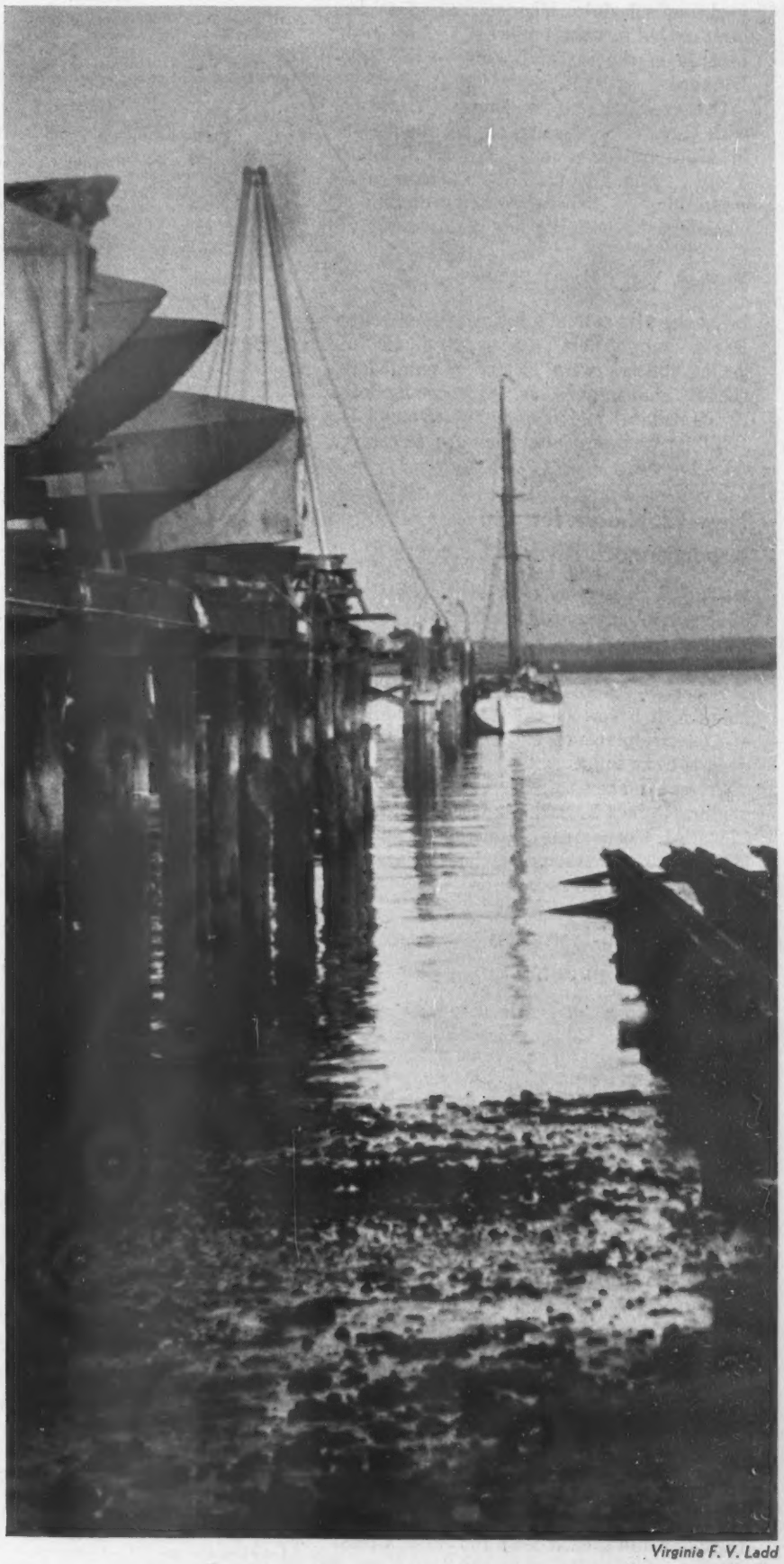

Virginia F. V. Ladd

THE "EARLY BIRD"

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YACHT CLUB NEWS AND COMMENT

To Marblehead As Usual

▶ The Eastern Yacht Club's annual 171-mile race from New London to Marblehead for the Lambert Trophy is on the 1941 yachting schedule. The starting date has been moved forward one week to June 15th, because of the earlier holding of the Yale-Harvard Boat Race.

Otherwise, the race will remain the same, with three classes racing among themselves in addition to competing for the Lambert Trophy. The Eastern Y.C. appears to be subscribing to the yachtsman's dictum of pleasure as usual in 1941.

Raritan Y.C. Elects

▶ At the 61st annual meeting of the Raritan Yacht Club, of Perth Amboy, N. J., the following officers were elected: Commodore, George D. Emmons, Jr.; vice commodore, E. J. Mullins; rear commodore, Samuel D. White; treasurer, Jack Dickson; secretary, Abel Larson.

New Clubhouse for Rappahannock River Y.C.

▶ The Rappahannock River Yacht Club, of Irvington, Va., is constructing a new clubhouse. The building, measuring 60 by 25 feet, should be completed by May 1st.

The new edifice will overlook the Rappahannock River. To the rear will be tennis and badminton courts and in front a 150-foot dock is to be built.

Present officers of the club are: Commodore, Robert Y. Barkley; vice commodore, Carter M. Keane; rear commodore, Frank C. Hatch, Jr.; secretary, Dr. Lee S. Liggan; treasurer, W. R. Rowe.

Storm Trysail-Hampton Ocean Race in June

▶ The ocean race for Atlantic Coast yachts in June announced tentatively in February is definitely on the schedule. The affair will be held under the joint auspices of the Storm Trysail Club of New York and the Hampton Yacht Club of Hampton, Va., with the start scheduled for the late afternoon of Saturday, June 21st, off Sarah Ledge, New London.

The Cruising Club measurement rule will be used with the usual A and B Classes and the possibility of a third class for yachts which, through choice or necessity, sail without fancy overlapping headsails and parachute spinnakers. The finish line will be off Old Point Comfort, Va., only 29 miles in from the open sea at Chesapeake Lightship. The direct course for the smaller B Class boats measures 347 miles. In order to give the larger boats a somewhat longer race and to bring the whole fleet in at approximately the same time, Class A will be sent over a course from New London to Vineyard Sound Lightship and thence down the coast, a total distance of 422 miles.

Eight or ten owners are already definitely planning to participate and a fleet of twenty-five to thirty is expected. Circulars and entry blanks may be obtained from R. G. Smith, Room 1417, 205 East 42nd Street, New York City.

CALENDAR

Indoor

April 26 — 75th Anniversary dinner of Boston Y.C., Copley Plaza Hotel, Boston, Mass.
May 10 — Intercollegiate Y.R.A., Annual Meeting, Harvard Y.C., Cambridge, Mass.
May 15 — Third General Meeting of the New York Y.C.

Sail

April 4 — Guadeloupe Island Race, Southern California Y.A.
April 5–6 — Lake Worth Sailing Club Annual Regatta, Fort Worth, Texas.
April 19 — Middle West Non-Member Intercollegiate Dinghy Elimination, Michigan S.C. and Columbian Y.C., Chicago, Ill. (tentative).
April 19–20 — New England Non-Member Intercollegiates, Brown University Y.C., Providence, R.I.
April 19–20 — Queen City Y.C. Commodore's Cruise, Seattle, Wash.
April 20 — Eastern Intercollegiate Dinghy Regatta, M.I.T., Cambridge, Mass.
April 20 — Middle Atlantic Non-Member Intercollegiate Elimination, Section A, Princeton Y.C., Princeton, N. J.
April 20 — Middle Atlantic Non-Member Intercollegiate Elimination, Section B, Midshipmen's B.C., Annapolis, Maryland.
April 26 — 11th Brown Invitation Intercollegiate Dinghy Regatta, Brown University Y.C.
April 27 — 11th Boston Dinghy Club Challenge Cup Regatta, M.I.T. Nautical Association, Cambridge, Mass.
May 3 — 1st Middle Atlantic I.C.Y.R.A. Dinghy Championships, Midshipmen's B.C., Annapolis, Maryland.
May 3–4 — 1st New England I.C.Y.R.A. Dinghy Championships, U. S. Coast Guard Academy B.C., New London, Conn.
May 3–4 — Vallejo Race, Corinthian Y.C.
May 10 — 1st I.C.Y.R.A. Freshman Invitation Dinghy Regatta, Brown University Y.C., Providence, R. I.
May 10–11 — 5th I.C.Y.R.A. National Intercollegiate Dinghy Championships, Morss Trophy, M.I.T., Cambridge, Mass.
May 24–25 — 1st McMillan Cup Preliminaries, Midshipmen's B.C., Annapolis, Maryland.
May 25 — Gibson Island Y.S. Swan Point-Love Point Race, Gibson Island, Md.
May 29–June 1 — Cruising Club of America Cruise, Stamford-Deering Harbor-Port Jefferson.
May 30 — Casey Cup Race, New Bedford Y.C., New Bedford, Mass.
May 30–31 — Off Soundings Club Races, New London, Conn.
June 6–8 — Potapskut S.A. Opening Day Race.
June 11 — Cruising Club of America Rendezvous, Block Island.
June 13–15 — G.I.Y.S. rendezvous at Rhode River and race back, Gibson Island, Md.
June 14 — Whaler's Race, New Bedford Y.C., New Bedford, Mass.
June 15 — New London-Marblehead Race, Eastern Y.C.
June 21 — New London-Hampton Roads Ocean Race, Storm Trysail Club and Hampton Y.C.
June 24–26 — 14th Annual McMillan Cup Championships, Pleon Y.C., Marblehead, Mass. (tentative).
June 28 — 90-mile Spring Race for Cruising Class, Boston Y.C., Marblehead, Mass.
June 28 — Mills Trophy Race, Toledo Y.C., Toledo.
June 28 — Riverside, Stratford Shoal Race, Riverside Y.C., Riverside, Conn.
June 27–29 — Regatta, Cambridge Y.C., Cambridge, Md.
July 4 — Honolulu Race, San Pedro, Cal., Trans-Pacific Y.C.
July 4 — Annual Regatta, Larchmont Y.C., Larchmont.
July 4 — Gibson Island-Hampton Race for Virginia Cruising Cup, Gibson Island, Md.
July 6 — Ocean Race, Ocean City Y.C., Ocean City, N. J.
July 13 — First Race for the Killian Trophy, Bellport Bay Y.C., Bellport, Long Island.
July 19 — Chicago-Mackinac Race, Chicago Y.C., Chicago, Ill.
July 19–26 — Larchmont Race Week, Larchmont Y.C., Larchmont, N. Y.
July 21–23 — Roosevelt Bowl, 30-Square-Metres, Beverly Y.C., Marion, Mass.
July 25–27 — Edgartown Regatta, Edgartown Y.C., Edgartown, Mass.
July 25–27 — G.I.Y.S. Poplar Island Race, Gibson Island, Md.
July 26 — Port Huron-Mackinac Race, Bay View Y.C., Detroit, Mich.
July 27 — Ocean Race, Ocean City Y.C., Ocean City, N. J.
July 27 — Second Race for the Killian Trophy, Bellport Bay Y.C., Bellport, Long Island.
July 27 — Final Race for the Killian Trophy, Bellport Bay Y.C., Bellport, Long Island.
July 31–August 2 — Miles River Y.C. Regatta, St. Michaels, Md.
July 27–August 4 — Fourth Annual Race Around Martha's Vineyard, Edgartown Y.C., Edgartown, Mass.
August 3 — Maryland Y.C. Race back from Oxford. Baltimore, Md.
August 5–8 — Eastern Class E. Scow Championship, Lake Chautauqua Y.C., Lakewood, N. Y.
August 8–9 — Nantucket Y.C. Regatta, Nantucket, Mass.
August 8–10 — Chesapeake Bay Y.C. Race from Gibson Island to Oxford. Easton, Md.
August 9 — Milwaukee to Racine Race, Racine Y.C., Racine, Wis.
August 10 — Lightships Race, Nantucket Y.C.
August 10–14 — Inter Lake Yachting Association Regatta, Put-in-Bay, O.
August 14–16 — Annual Regatta of Central New York Y.R.A., Lake Keuka, N. Y.
August 17 — Ocean Race, Little Egg Harbor Y.C., Beach Haven, N. J.
August 19–21 — New Bedford Y.C. Race Week, New Bedford, Mass.
August 21–22 — Bar Harbor Y.C. Regatta, Bar Harbor, Maine.
August 25–28 — 21st Annual National Junior Championships, Sears Cup, Eastern Y.C., Marblehead, Mass.
August 29 — G.I.Y.S. Cedar Point Race, Gibson Island, Md.
August 29 — Vineyard Race, Stamford Y.C., Stamford, Conn.
August 29 — First Leg of Tri-State Race, Chicago to St. Joseph, Columbia Y.C., Chicago, Ill.
August 31 — Second Leg of Tri-State Race, St. Joseph to Michigan City, Chicago Y.C.
September 1 — Third Leg of Tri-State Race, Michigan City to Jackson Park, Jackson Park Y.C.
September 6 — Second Annual Commodore Trophy Invitation Race, Thames Y.C., New London, Conn.
September 13–14 — President's Cup Regatta, Potomac River S.A., Washington, D. C.

Star Class

March 29–April 4 — Spring Championship Series, Southern Y.C., New Orleans, La.
April 17 — Atlantic Coast Smoker, Hotel Edison, New York City.
June 21–25 — Fifth Annual Noroton Race Week for the John Taylor Arms Trophy, Noroton Y.C., Noroton, Conn.
July 18–20 — J. Rulon Miller Memorial Series, Gibson Island Y.S., Gibson Island, Md.
July 31–August 2 — Miles River Y.C. Regatta, St. Michaels, Md.
August 2–3 — Annual Devon Invitation Regatta, Devon Y.C., East Hampton, Long Island.
August 5–9 — Commodore Corry Series, Great South Bay, Great River, Long Island.
August 8–10 — Chesapeake Lipton and J. Graham Johnson Memorial Trophy Series, Chesapeake Bay and Tred Avon Yacht Clubs, Oxford, Md.
August 10–14 — Inter-Lake Y.A. Regatta, Put-in-Bay, O.
August 14–16 — Central N.Y.Y.R.A. Regatta, Lake Keuka, N. Y.
August 21–23 — Twelfth District Championship, Rochester Y.C., Rochester, N. Y.
August 30–September 1 — 13th Annual Jersey Coast Challenge Series, Seaside Park Y.C., Seaside Park, N. J.
September 8–12 — Atlantic Coast Championship, Eastchester Bay.

Power

May 3 — Vallejo Race from Oakland, Oakland Y.C.
May 11 — 14th Annual Albany to New York Outboard Race, Middle Atlantic Outboard Association.
May 29 — Cruiser Race, James Craig Trophy, Long Beach Y.C., Long Beach, California.
May 30 — Stockton Race, Stockton Y.C.
June 28 — Narragansett Bay Power Squadrons Predicted Log Race, Edgewood Y.C., Edgewood, R.I.
June 28–29 — Virginia Power Boat Assn. Regatta, Richmond, Va.
July 11–12 — New Rochelle — Block Island Cruiser Race, N. Y. Athletic Club.
July 12–13 — Geneva Regatta Assn. Regatta, Geneva, N. Y.
August 16 — National Sweepstakes Regatta Assn. Regatta, Red Bank, N. J.
August 30–September 1 — Gold Cup Regatta and Gold Cup Race, Dodge Bros. Dealers Assn., Detroit, Mich.
September 6–7 — A.P.B.A. Outboard Championships, Philadelphia Outboard Assn., Philadelphia, Pa.
September 6–7 — Sir Thomas Lipton Trophy Race, Philadelphia Outboard Assn., Philadelphia, Pa.
September 19–21 — President's Cup Regatta, Washington, D. C.

A Yacht Club Magazine

▶ The Maryland Yacht Club, of Baltimore, believes in keeping its 500-odd members informed about the activities of the club. It does so by means of a club magazine, *Kedge Anchor*, edited by one of the members, Edward R. Johnston. Included in the twenty pages which make up an average issue are items which should appeal to all members.

Frostbite Winners At Larchmont

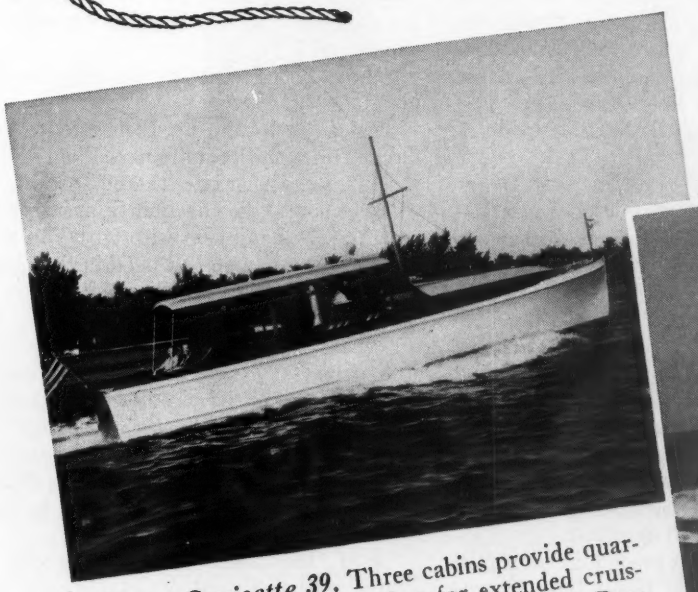
▶ The Larchmont Yacht Club's winter series for BO and X Class dinghies drew to a close with the two winners of the fall races again leading the field. Arthur Knapp, Jr., in *Four Deuces*, repeated his victory over a large fleet of "B" One Designs and George Isdale again took the measure of the other "X" dinghies in *Queen Mary*.

The spring series is now in full swing and will not conclude until shortly before the regular yachting season gets under way. About the only thing which can stop some enthusiasts from sailing dinghies is more sailing, of a different sort.

MEN WHO KNOW
GO ELCO

"She's a beauty!" . . . the inevitable words whenever a gleaming Elco flashes by . . . mean a lot more than her trim lines and smart exterior to your experienced yachtsman. He knows the superb craftsmanship that goes into planking and woodwork, the superior quality in every hidden part, the exclusive Elco refinements that give true comfort and trouble-free service years after other boats have been "retired". Ask him about it! He'll tell you what owning an Elco means in safety . . . pleasure . . . yes, and in downright dollars and cents economy as well.

Today it's not difficult to own the boat that's best. Elco's liberal Deferred Payment Plan puts them within the reach of all. But cruising weather's almost here — your order should be placed now to insure prompt delivery. Then some week-end this spring, when you step aboard for the first time, you'll know that you own a boat that's passed the greatest test of all, the judgment of men who know!



Custom Cruisette 39. Three cabins provide quarters for 6 to 7 persons. Perfect for extended cruising, the "39" is designed to be owner-operated. Bow cabin with separate lavatory is ideal for extra guest or Captain. Available with speeds up to 24 m.p.h.

Motor Yacht 57. Cruise at speeds up to 23 m.p.h., take a party of 5 to 7 with you aboard this luxurious Elco flagship. Separate quarters for 2 crew forward. Craftsmanship-built and superbly designed with every comfort and convenience for yachting at its best!

Elco

THE ELCO WORKS, BAYONNE, N. J.

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Being a Department Designed for Preserving Unusual Tales Spun by Yarners at the End of the Day's Run When Everything Has Been Snugged Down

AROUND THE CABIN LAMP

"Dream Ship"

▶ This short yarn may be duck soup for some seafarers, but to me it's been one of the little tragedies in life — not so easy to forget.

In the years 1927–1928, I launched out on what has always been my sincerest ambition — to build a boat of my own. After my experience in Green Bay shipyards, helping to build boats for other people, I felt fairly safe in the step I was about to take.

At the beginning of this venture, all I had was a plenitude of good ideas, coupled with a never-fading vision of my boat. That, in itself, goaded me to the initial step necessary in a venture of this kind.

▶ I was working on the car ferries out of Milwaukee, on Lake Michigan. I worked on this job for 18 months, at 108 bucks per month. Practically all I earned in that period was salted away in the ol' ditty box. Why I should be throwing away this hard earned money on a boat, I've never been able to figure out to this day. Nevertheless, throw it away I did.

There is usually a naval architect mixed up in this sort of thing. As I had been corresponding with one of no mean ability, I finally surprised him with a letter requesting him to design a boat for me. She was to be 35′ over all, 28′ 6″ on the water line, 10′ 6″ beam, 5′ 6″ draft. She was to be V-bottom and rigged as a ketch. She was to be of teak with the inside trim of mahogany. There were to be bunks for four, and she was to be powered with a 10 hp. motor. He designed the boat for me to the tune of nearly three months' wages.

As time went on, I made the usual inquiries all boat addicts make after their first consultation with a naval architect. My first step was to write to a lumber company on the East Coast which handled teak and mahogany. The price they quoted was nearly the same as the architect's fee. Now that I knew the approximate cost of the wood I would need to build the boat, I decided to go to New York and hand pick my lumber. You may be sure that I selected the very best teak and mahogany available. After paying for it, my bank balance looked sick. Having completed my business in New York, I prepared to return to my home in Green Bay, Wisconsin. I had a round trip ticket or I'd have had to walk home.

▶ At the start of my long journey home, I was happier than I had ever been before. It wouldn't be long now before I could start to build. I was so absorbed in thinking about my lumber that I forgot about everything else. It finally dawned upon me that I would need fastenings for the hull, to hold the thing together. Of course, the mere fact that I overlooked a minor detail like that didn't worry me much at the time. I figured a little matter like that could be taken care of as soon as I started to build my boat. So I dismissed the thought from my mind and returned to the pleasures of dreaming of life afloat.

I finally arrived at Green Bay with barely enough money to keep me in smokes for a couple of weeks. My first day at home I spent prowling around the house, looking for a nice dry spot to store my lumber. When the teak and mahogany arrived, I decided that the best place to store it was in the basement — the only available storage room we had at the time. I would have liked to store that precious lumber right in the parlor but in most homes there is a mother to contend with, and my home was no exception. The thought of storing wood in the parlor brought back memories of a day I once sharpened a pencil in the parlor, accidently dropping a few shavings on the floor. Unfortunately, my mother witnessed this whittling and immediately cuffed my ears several times. So I lost no time in clearing out of that parlor before temptation should overcome me. I soon built a couple of sturdy racks — in the basement, of course. Having arranged my lumber in the racks, I stood off and admired the tangible evidence of my patient labor.

▶ Owing to the common fact that I do not belong to the idle rich, I had to go back to work in the summer of '26 and spring of '27 to earn enough money to buy the material I would need to complete my boat. The estimates I got from the naval architect and the lumber company were within a few dollars of being correct. I just managed to acquire enough money in that time to make me feel at peace with the world. After ordering the million and one things (so it seemed to me at the time) to go with the lumber, my bank balance was pretty well depleted.

This boat of mine put me in mind of a gold mine which ate up gold faster than it produced it. Nevertheless, I figured that I could always keep my job, so I didn't spend a lot of time worrying about money. By working all the summer of '27, I'd have enough money to carry me over till I finished building her. So I ordered the remaining supplies delayed until the fall of '27, at which time I planned to quit my job and have them ship the stuff to my home; then I'd be able to be there to take charge of things.

Having saved up enough money, I felt the time was right to start building. I sent wires and checks to various boat supply concerns, ordering them to make immediate shipment. When this was done, I started home. On my arrival, the first place I headed for was the basement, to look over the lumber I stored there and to sit down and dream of my future ship, sailing the tropic seas.

▶ As I entered the basement, it looked bare. My heart beat like a triphammer. Slowly walking to the corner where I had stored my lumber, I stopped. And there I stood as if turned to stone. There was *no* lumber. In its place was a washing machine and a row of old stove pipes. I couldn't believe my eyes. I walked over and felt around to make sure it wasn't an illusion of some kind. I felt panic stricken. After several minutes of careful looking around, I called to my mother. Noticing the breathless way in which I greeted her, she asked:

"Why, Theodore, what are you so excited about?"

Trying to appear calm, I answered: "What did you do with all that lumber I had in those racks in the corner over there?"

"Oh!" she replied hesitantly, as if trying to recall what she did do with it. "You mean them old boards you had piled in that corner over there?" she asked, pointing to the corner where her washing machine now reposed.

"Yes! I mean those old boards. Those old boards that I slaved close to two years for; those old boards that I especially bought so I could build my boat! Those ol' b-b-b-boards! They were choice teak and flawless mahogany, a special kind of wood used to build boats. What did you do with it?"

"Why, Theodore," she smiled happily. "I didn't know you wanted to build your boat out of that wood."

▶ Having suddenly lost my speech — so it seemed at the time, because I had a big lump in my throat — I managed to whisper hoarsely and as loud as I possibly could:

"Where is it? What did you do with it? Can you get it back for me?"

"Why — ah — er, that is, it's too late to do anything about it now, my dear," she replied. "I had it cut up in stove length pieces," she continued, "and burned it. You know, it made such a nice, warm fire and we often thought of you as we sat around the stove and talked."

THEODORE MCALLISTER

Will you do your cruising ...tied to a dock?

SOMEWHERE THIS SUMMER . . . on a bright sunny day . . . a beautiful seagoing cruiser will tie up at a dock. Off will come her engine hatches, and greasy fingers will begin to explore her innards. And somewhere near by, a disconsolate skipper will sit on a pier head, knowing that the fine sailing days of a too-short Summer never can be regained once they are lost.

Take full advantage of all those bright sunny days for cruising this Summer. An excellent precaution against engine trouble is to keep YOURS running smoothly and dependably with fresh, full-bodied Gulfpride Marine Oil. Drain and refill the crankcase at proper intervals and rest assured that bearings and pistons in your motor are fully protected.

Why take a chance with your boat this coming season? You can avoid plenty of trouble by putting down Gulfpride Marine Oil on your list of "things to get" right now.

Just one of the reasons Gulfpride will keep your engine sweet-running is because it is refined by the exclusive Alchlor Process And here's another tip-off on Gulfpride Marine Oil. It's the choice of the majority of speedboat racing champions —the men who demand more from a motor than anyone else afloat!

GULF MARINE PRODUCTS

•

GULFPRIDE MARINE OIL

GULF MARINE WHITE GASOLINE

IN THE WIND

▶ Austin K. Smithwick of Portland, Me., confides that the hot stove leagues of Down East Maine produce every winter a never-ceasing flow of anecdote. . . . The following was offered by Farnham Butler who operates the Mt. Desert Boat Yard. . . . It seems that Farnham, building an Alden yawl, needed lead for the keel. Accordingly he advertised in the Bangor *Daily News:*

> LEAD WANTED. Will buy large or small quantities in pigs.

and received the following letter:

Would be interested in more information regarding whether you would buy said hogs

personally or thru agent. Whether by truck or railroad? Or if you would favor us with a drawing account, for buying said hogs, and expenses with commission.

We might not send big numbers of said hogs, but we could assure you of a steady shipment of them at say about, "200 lbs."

Remarked Farnham, "Boy, what keels they would make! We sure are willing to give them a drawing account and shall start immediately on the production of hogged vessels. . . . Bring on your Government contracts. . . ."

▶ My correspondent in Waupun, Wis., confides that he's going to heave short any minute now, break out his mudhook and set sail under sealed orders. . . . "How far is it," he wants to know, "from San Diego to Cocos Island? . . . When does the rainy season start there and how long does it last? . . . No, I don't want to know where the gold is buried. . . . I have my own ideas on that. . . . What's the procedure I have to go through to be able to go there and not be thrown into some South American jail when I get there — if I do???"

STATE LINES

Rhode Island is gay
And Conn. is okay.
To Mass. and its cod-
Fish a cordial nod.

▶ It's never a long time between boats for Skipper "Mike" Vanderbilt, who, having graciously surrendered his old *Vara* to the Navy, is now having a new *Vara* built at the Bath Iron Works. . . . Of more modest proportions, this craft from the board of Sparkman & Stephens still should offer prodigious comfort as she's a motor-sailer type and a hundred feet on the line. . . .

▶ Last month, the picture abreast the title, *Learning Navigation Afloat*, in this magazine was captioned: "While the men of the party take the sights, the ladies can act as recorders." . . . Well, an unnautically-minded printer wanted to make it read, "While the men of the party take *in* the sights, etc. . . ."

▶ The New York *Times*, rotogravure section, recently displayed a fine photograph of the *Joseph Conrad* and described her as a *picturesque schooner* entered in the St. Petersburg-Havana Race. . . .

▶ And Skip Holbrook, enclosing the aforementioned photo of the *Conrad* with his communique, remarks:

"The *ship Joseph Conrad* looks to me as if she were damn *close-hauled* for a square-rigged vessel, *pointing high* rather than 'running before the wind'" (as the New York *Times* caption writer alleges).

"If you're getting sick of all this cavilling, let me know. . . . In the meantime, it's one of my amusing hobbies. . . ."

▶ And Pratt Cutvimer, with reference to the *Times'* pictorial *canard*, says he waits with bated breath for the day when he will see something like this:

"The square-rigged schooner-ketch *Joseph Zilch* beats before a beam wind."

▶ Robert S. Clark, of Chicago, referring to your correspondent as "undeniably the greatest living authority on nautical subjects" (ah, recognition at last!) requests an authoritative opinion "on something that has been bothering all the Midshipmen who have ever done any sailing. . . ."

His letter continues: "It seems that in *The Philadelphia Story* (screen version) the word *yar* or something sounding very similar to it, is used to describe a boat which is *easy to handle, sharp on the wind, has beautiful lines, etc.* . . . Several of us who have done considerable sailing in various parts of the country have never heard the expression *yar* used before and are damned if we can figure it out. . . . Now, our question is whether it is used anywhere or is just an invention of some script writer. . . ."

Well, my oracular pronouncement is that the word in question is *yare* — and the script writer who invented it (maybe) was William Shakespeare — for, remember the opening scene of *The Tempest?*

Enter Master *and* Boatswain *severally*
Mast. Boatswain!
Boats. Here, master; what cheer?
Mast. Good. Speak to the mariners: Fall to't yarely, or we run ourselves a-ground: bestir, bestir.

Enter Mariners
Boats. Heigh, my hearts! cheerly, cheerly, my hearts! yare, yare! Take in the topsail.

Yare and *yarely* seem to have been the heartening admonition with which the bucko mates of that remote era urged their crews to snap into it, look alive, shake the lead out of their feet. And, you will remember, about this time the passengers came on deck and got in the sailors' hair, the boatswain growling: "I pray now, keep below. You mar our labour: keep your cabins; you do assist the storm." Apparently, sailors and passengers haven't changed much in three hundred years or so.

Yare isn't around in our vocabulary any longer, being listed as archaic. . . . It meant *lively, quick, manageable.* . . . Hence a yare boat would mean one that was easily maneuverable, handled sweetly. . . .

The nearest thing we have to *yare*, phonetically, in the contemporary vernacular would seem to be, "Oh, *yeah?*"

THE BROKER'S BREAK

Comes the spring, the slipshod yachtsman
Sloshes through the slushy byways
To the venerable boatyard
To survey his prized possession;
Finds the old tarpaulin leaking,
Finds the decks a solid glacier;
Lo, the binnacle is missing,
Likewise gone the fine propeller,
The companionway is open,
Someone having forced the padlock.
Down below the yachtsman stumbles,
Barking shins and cursing roundly;
Here, a hurrah's nest discovered,
He is racked with sudden frenzy,
Backtracks on his sordid trail and
Hies him to the nearest broker
There to buy himself a new boat,
New and shiny and expensive,
That was built in 1930
But has had a careful owner.

— *Caleb Bilgewasser*

▶ "There seems to be no limit to the avarice of the protagonists of hemisphere defense," sadly comments a Bermuda friend as he watches the confiscation of some of the love-

liest isles in the little archipelago, the transformation of many a smiling landscape into a frowning fortress, and hears the angry drone of war planes where once only the long-tail gull soared into the blue sky. . . .

▶ Spring is here and there, unmistakably. . . . I encountered a Cape Cod-bound yachtsman the other day bent on buying a boat and getting afloat with all speed. . . .

TELLTALE

In 76 years we've seen nothing that can match

THE 1941 BOTTLING OF FOUR ROSES

FOR FIVE YEARS AND LONGER, we've felt sure that the special whiskies we'd reserved for the 1941 Bottling of Four Roses would be extraordinarily fine.

We felt sure because of the painstaking care that went into their making . . . and because of the added knowledge, and added skill we applied to their aging.

But even we ourselves could not foresee the complete magnificence that has crowned the 1941 Bottling of Four Roses. It's whiskey finer than any we have ever known—and we've known many fine whiskies in our time. It's a whiskey we're certain you, too, will put in a class apart and above all others.

So—no matter when you last tasted Four Roses—a new and thrilling experience awaits you in this 1941 Bottling. Won't you try it—today?

Four Roses is a blend of straight whiskies—90 proof. The straight whiskies in this product are 5 years or more old. Frankfort Distilleries, Inc., Louisville & Baltimore.

EVERY DROP IS 5 YEARS OR MORE OLD

It's a lonely spot — Winter Quarter — but as daylight strengthens and the wind comes in again the watch on deck looks for a quick slide down to the Virginia Capes

From a painting by Howard B. French

YACHTING

Volume LXIX APRIL + 1941 Number IV

Rosenfeld

Spring in the boat yard — warm sunlight, the tapping of caulking mallets, the rasping of sandpaper and the soft swish of the paint brush

"A SHIP'S NEVER FINISHED UNTIL SHE'S SUNK"

Fitting Out Time Brings the Annual Round of a Thousand and One Jobs

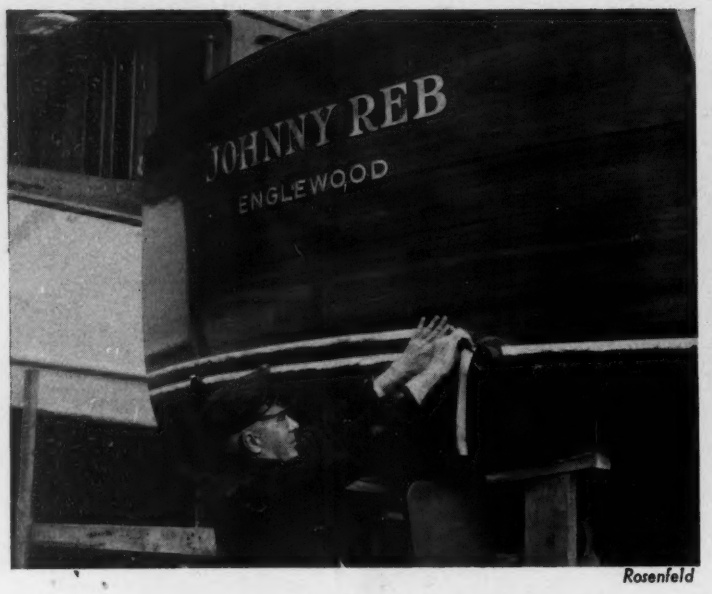
ANOTHER season about to get under way. Another period of fitting out — of sanding, painting, overhauling and *improving* the boat. For many years, we have been giving advice on reconditioning a boat to her original state. A good idea, we still believe, but the average yachtsman either lets a good boat yard do the job or, if he does it himself, he pretty well knows how. So this year, we're going to restrict our remarks on painting, sanding and the like to a few hints we've found helpful. The greater part of this discussion will concern ways of improving your yacht.

Before doing this, it is desirable to review the old but ever true story about reconditioning. Of course, the boat will need a new paint job and new varnishing. In this connection it is well to remember that the preparation of the surface is the most important link in the chain. The actual application of paint should occupy less attention and less time, for without a good foundation a lasting finish is impossible.

While preparing surfaces it is well to test with a knife blade for dry rot. If down to the bare wood, dark spots especially should be suspected of this blight. But removing paint down to the bare wood is not always the best practice. If the paint is well bonded and neither cracked nor blistered, a thin layer of it should be left as a seasoned base for the new coats.

When the actual applying of paint is to begin, right-handed painters will find it easier to proceed in a clockwise direction, starting, for example, at the starboard bow, working aft on that side and then proceeding forward on the port side. This procedure permits the final finishing stroke to be swept on in a pulling or forehand rather than a backhand direction. Try it once and you will always paint that way. It follows, by the same reasoning, that left-handed painters will find it easier to proceed in a counter-clockwise direction. Need we add the reminder that paint should be applied only on moderately warm, dry days and never just before sundown? For more detailed advice on painting refer to the Fitting Out Number of YACHTING of past years.

Standing and running rigging should, of course, be looked over for signs of weakness, especially at the points of greatest stress. Turning a sheet end for end may solve the problem



Rosenfeld

A roll of scotch tape helps a lot in cutting in the boot-top or water line. Right, a new type dinghy, made of moulded plywood veneer. She is light, strong and attractive in appearance

if it is chafed only in spots and to a limited degree. Replacement is always safer. It is important to remember that just because a rope is not chafed is no guarantee that it is sound. If left in a damp place or put away while wet, it may have rotted during the winter. Twist the rope to open up the strands and inspect carefully for hidden deterioration of this sort.

But there is more to fitting out than putting the boat in "good as new" condition. In the past few years, improvements of all sorts have invaded the boating field — valuable innovations, some of which may have escaped the notice of even the saltiest yachtsman. New equipment, new ways to make a boat more livable, innovations in type and care of sails, rig and engines and even new kinds of tenders have all made a recent appearance on the marine scene.

Fitting out for 1941, then, should include the utilization of such of these new items as will make your boat not just as good as new but better than ever.

With a majority of owners, part of the activity of fitting out season consists of adding new items of equipment and replacing old items. It's well to plan this part of the job and get started on it early, for the addition of new equipment often requires physical and mechanical changes which, obviously, should precede the work of refinishing. Then, too, having this type of work on the schedule early provides something to do on days when the weather is unsuitable for painting and varnishing.

Of course, few yachts are so well found and completely equipped that new equipment must necessarily be limited to new developments and new gadgets but the chances are that such things will be of the greatest interest to the greatest number. Therefore, as a reminder, we'll review some of the outstanding new items which have been described in "Waterfront News" in the last year or so.

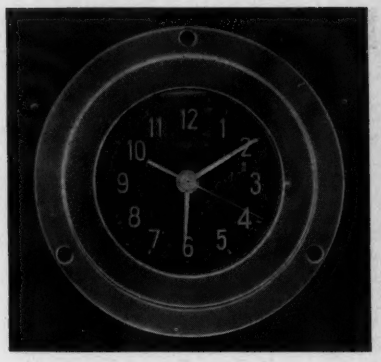
Starting down in the bilges, we'd like to remind those owners who have found themselves having a go at the bilge pumps fairly frequently that the burden of this chore might be considerably lightened by the installation of one of the electric bilge pumps which have come to the fore in the last two or three years. They are turned out by several manufacturers and are available with motors operating on all the standard voltages. There's a choice of switch control or an automatic float which cuts in the pump whenever the water reaches a certain level. It may be that you'd rather rely on your own or your guests' backs for pumping. In that case, consider a newer, more efficient double acting hand pump to speed up the work. In any event, don't depend on electricity alone to do the job because the very circumstances that make pumping necessary may put the batteries out of action.

Modernization of the engine room, its controls, etc., may also be on the schedule and this work, too, can well be started early so that everything can be finished and the engine spruced up before final touches are administered to the interior. The well-known Bendix throttle and clutch controls have been installed on a large number of power cruisers during the past few years. These are vacuum-operated. Another possibility along this line is the Allen automatic electric controls introduced two years ago. These synchronize the action of the clutch and throttle so that engagement of the former always takes place at a predetermined ideal engine speed. A single electric cable is the only connection required between bridge and engine room. Electric motors do the actual physical work and the throttle and clutch controls may be had as individual units if desired.

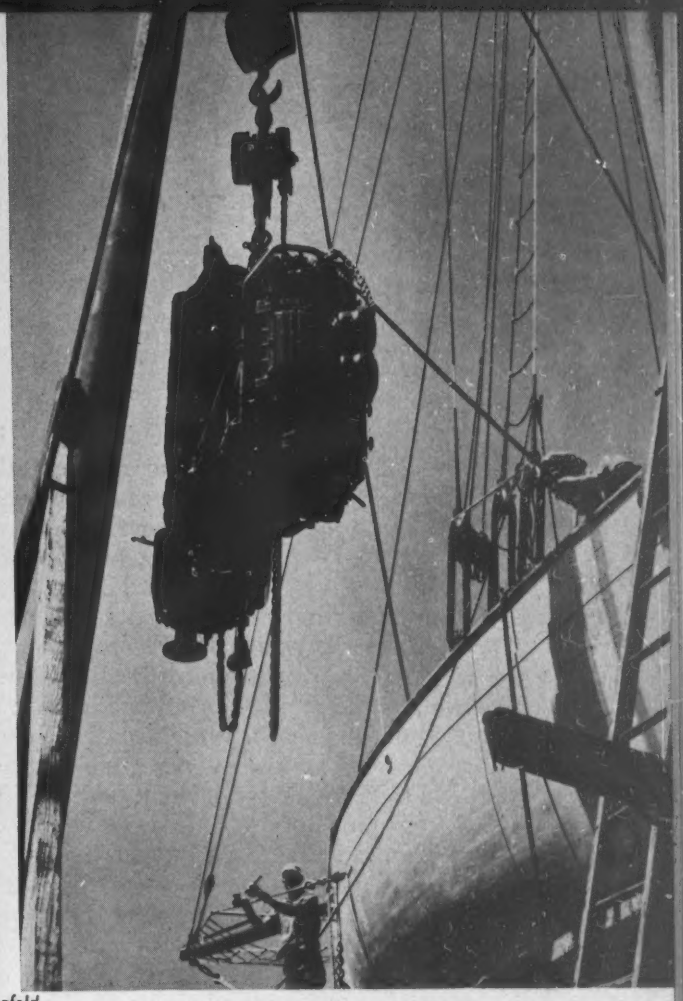
Permanently installed carbon dioxide fire fighting systems have come to be practically standard equipment on all the better class yachts and the most experienced owners of boats, from runabouts up, realize the value of this type of equipment. Entirely automatic, remote controlled or hand controlled systems can be installed without upsetting the arrangement of the engine. Under the new motor boat laws, which are more stringent in their fire fighting equipment requirements, permanently installed carbon dioxide systems of approved type are accepted in lieu of some of the hand extinguishers.

Another engine room accessory, most worth while from the fire fighting angle, is a special fire extinguisher deck plate, designed for installation in the engine room hatch or the cockpit floor directly above the engine. The cover plate has a quick acting latch which can be snapped out in a hurry and the opening is just the right size to facilitate the use of a small extinguisher.

The electrical system, batteries, wiring, etc., are a frequent source of trouble on even the best found craft. Much of this, like most trouble, seagoing and otherwise, could be avoided if there was some sort of warning of what was going on. As an aid to this there is the Charge-Master. This instrument, described in YACHTING in April, 1940, indicates both the state of the charge when the battery is at rest and any variation in battery charge, generator performance, or in load while it is at work. It is a compact and comparatively

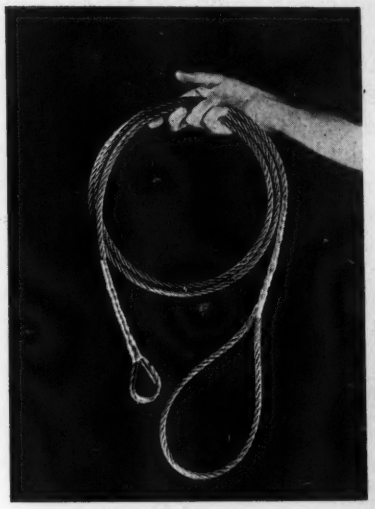


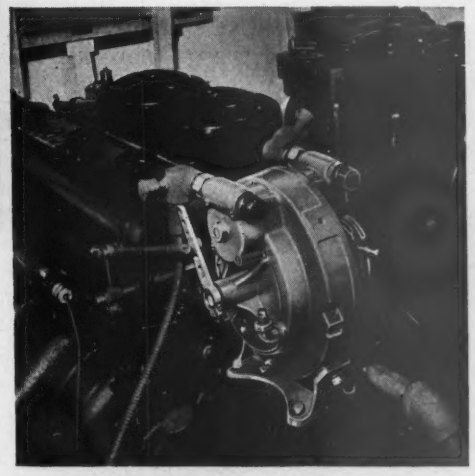
This watertight clock is specially designed for installation in the cockpit or other exposed-to-the-weather locations. It has a sweep second hand for the convenience of the skipper and navigator and can be lighted for night use, a decided advantage.



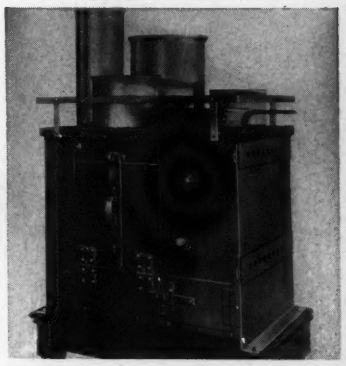
Rosenfeld

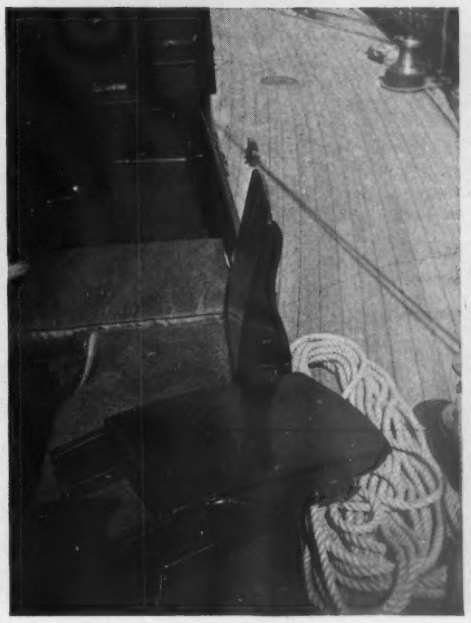
Proper tools are half the battle. Use a real boatswain's chair to go aloft and a bucket for tools and other gear. Right, don't neglect the power plant and start engine work early. If a major overhaul is necessary, you'll save time and money by taking the engine to the machine shop





Above, one of the new mooring pennants of flexible stainless steel wire rope. Right, a synchronizing device for twin engines, as installed on a pair of Diesels. Below, a modern, economical version of the old galley range





Right, spring is the time to add those extra comforts such as auxiliary seat backs for cockpits with hollow to fit over the coaming

simple instrument and can be easily installed.

Within the last few months, there has been a most interesting development which ought to contribute to the safety and convenience of many an engine and tank compartment. It's the automatic vacuum-operated safety fuel valve described in detail in our February, 1941, issue. The suction created by the fuel pump opens the valve and it stays open as long as the pump is operating. However, as soon as the engine and the fuel pump stop or a break in the line releases the vacuum, a Monel spring closes the valve. It eliminates the human factor in the vital matter of shutting off the gas.

Before leaving the engine room, let's not forget that particular problem of owners of twin-engined cruisers. Are they going to spend another season with the penetrating *wow-wow* of unsynchronized engines beating through their boats or are they going to let the Synchro-Master put a stop to that particular unpleasantness? In case you missed the description of this gadget in last September's YACHTING, the heart of the device is a differential-like group of gears connecting the tachometer cables of the two engines so that the throttle of the "following" engine is automatically opened or closed to keep that motor turning at exactly the same number of revolutions as the "lead" engine. The speed of both engines is controlled from the bridge by the "lead" engine's throttle only. The apparatus not only establishes absolute synchronism but immediately compensates for turning, any change in trim, or any mechanical factor which tends to vary the speed of either engine.

The galley is a most important part of any

(Continued on page 82)

IT'S JUST LIKE FLYING!

By

MORTIMER E. GRAHAM

RELAXED and comfortable in your passenger's chair in a modern airliner, you hurtle through space at a casual three miles a minute. You contemplate with respect and a tinge of reverence those two blue-uniformed, gold-braided officers up ahead in the pilots' "office" behind the complexity of controls. With the greatest of ease they have lifted more than five tons of metal and a score of passengers into the air. They have nonchalantly climbed the great ship through a few bumps and have levelled off in smooth, straight flight. Now they sit there, unconcernedly chatting and writing routine reports.

In the bright sunshine of a summer afternoon, you watch the panorama of mountains and valleys, foothills and plains unfold beneath you. At last there comes into view an arm of the sea, a nearly-enclosed estuary in the tidal piedmont. There, on the ruffled surface of the water, is a fleet of small sail boats, beating about in a surface breeze which the giant airship would hardly feel. At the helm of each tiny craft is probably a tanned and carefree youngster, casually balancing tiller against sheet, and centerboard against sail. Those sunburned youths and the veteran transport pilots up ahead are twin brothers under the skin, employing the same principles of aerodynamics and physical balance. Both sailor and airman have learned the same fundamental principles of take off and landing, and of trimming ship. In common, they have mastered the basic rules of handling and each in his respective sphere strives for that same goal of skill and precision, perfect balance in motion through a fluid medium.

As the chief pilot saunters back through the cabin, ask him what he learned in his first few flying lessons. He will probably smile and recall the rudiments of his basic training, the primary practical laws of flight which he had to master until they became instinctive.

Lesson number one was always to take off and land into the wind. This was not a mere rule; it was a law, admitting no exception. Those who disobeyed were not punished; they were handed over to the flight surgeon at the nearest hospital. The grizzled pilot will readily explain the reason behind the lesson: that, in making contact with terra firma, the wind can be a friendly help or a deadly danger. In that critical moment of losing flying speed, when the controls "go soft" and the ship is on her own, a wind from ahead slows down the ship and brings her gently to rest but a wind from behind pushes the crate onward into that convenient apple orchard that is always waiting eagerly at the far end of the flying field.

Down below, on the surface of the water, the youngster in his little sloop will probably not bother to explain but will heed exactly the same lesson. He'll never take off downwind. From hard experience, he knows better than to hoist his sail on the weather side of the club float or to try to get away from his mooring with his stern to the wind. Neither would he try to make a landing down-wind. He would look with disdain upon the landlubber who would try to pick up a mooring or land at a float while running before the wind. Without wasting words, he knows that the wind behind his sail may pile him up on the float but that the same wind over the bow will ease his way as he stops gently at his anchorage. Instinctively and without the aid of a voluminous

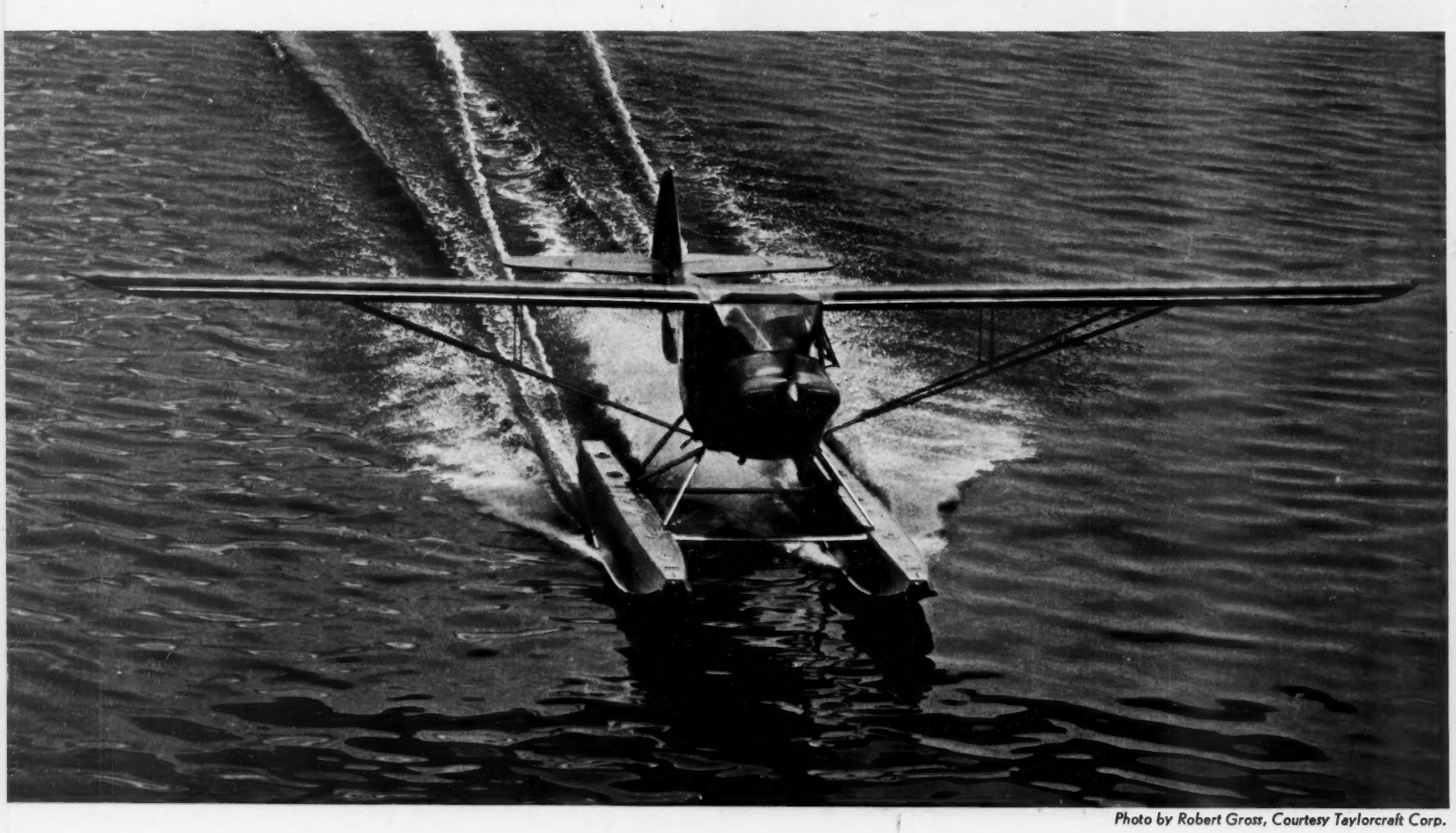


Photo by Robert Gross, Courtesy Taylorcraft Corp.

text, he uses the same technique as does your veteran airman who is now bringing the giant skyliner to a slow and cushioned landing.

And now, before you leave the airport, ask the pilot one more question. Ask him whether he would fly up-wind or down-wind when he is close to the ground or near an obstruction. He'll answer: "Never down-wind close to the ground." He may say: "Never down-wind when close to anything," or "Never down-wind unless you are clear enough to make a 180° turn." It all adds up to the same thing. Don't ever let the wind get on your tail if you are only a couple of seconds from the hard earth or anything else that is standing still. Don't ever let the wind get behind you unless you have plenty of space to maneuver into the wind. Without that precious space necessary for turning, the slightest difficulty, the slightest cough of the motor or the slightest error may mean — curtains.

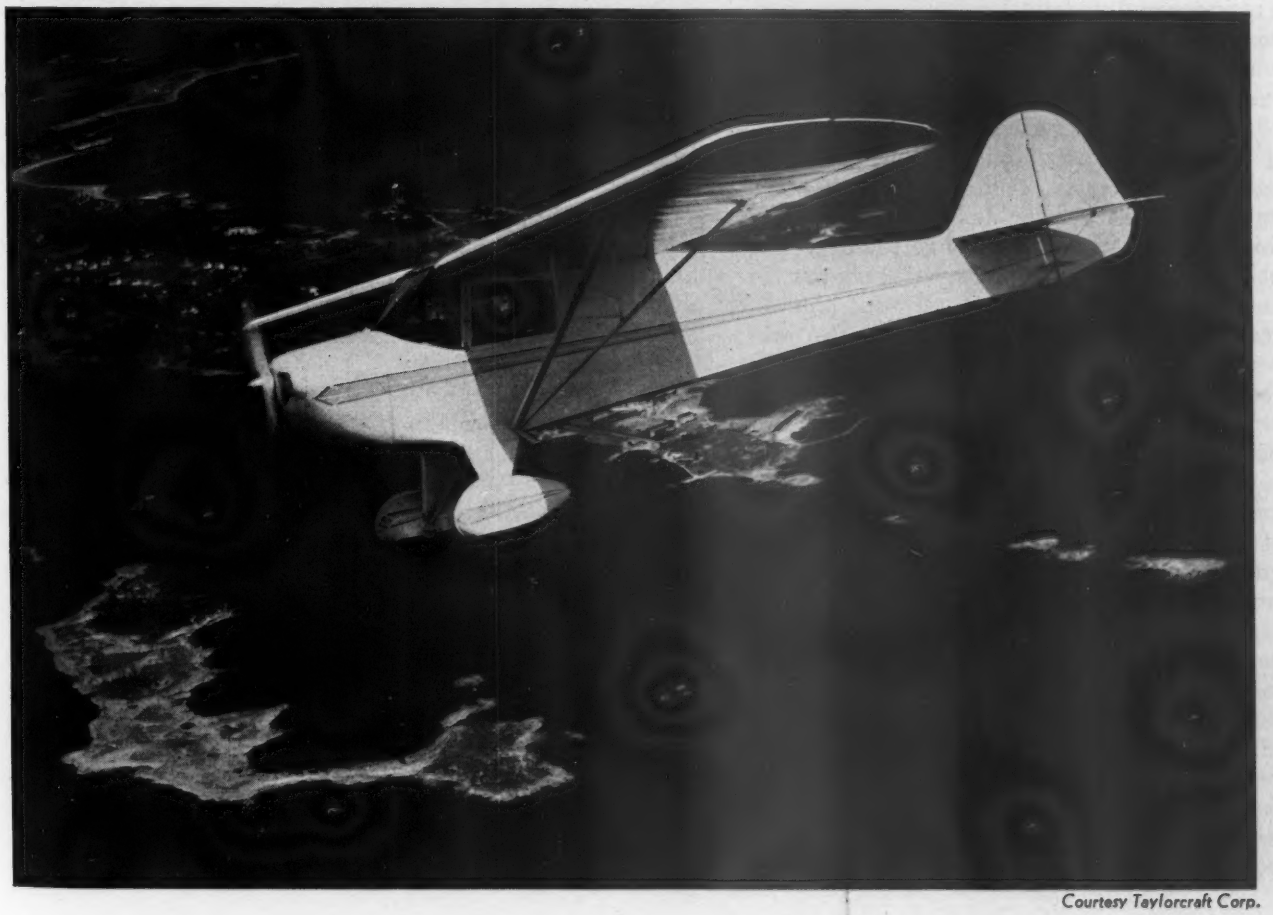
Again, the sailing skipper puts into practice exactly the same principle. He would paraphrase the airman's words and say, in the lingo of the sea: "Keep well clear of a lee shore."

These random examples showing the similar technique of the airman and the sailor call to mind a fact that has been casually but surely recognized by many flying instructors: that a flying cadet who has had considerable experience in sailing will

(Continued on page 98)

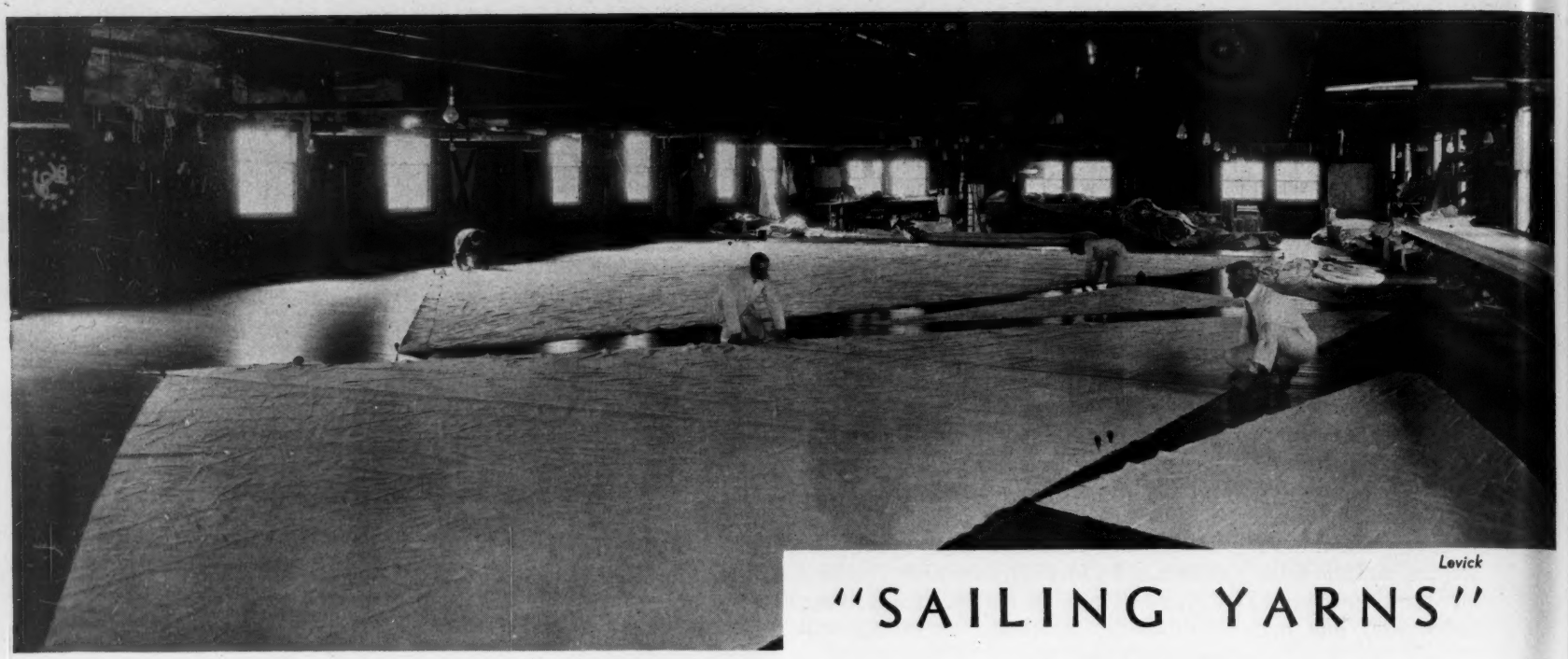
Photo by Dimit Bros., Courtesy Taylorcraft Corp.

A boat and a plane, skippers of each striving for the same goal of skill and precision, perfect balance in motion through a fluid medium. Note particularly the airfoil shape which is assumed by the leading edge of the Lightning's jib



Courtesy Taylorcraft Corp.

The increasingly popular light planes are available as land or sea models, as shown here and on the preceding page. In all planes, the maneuvers are based on the same principles as those used in sailing a boat



Levick

"SAILING YARNS"

By RUTH BRINDZE

TALKING about sails, and what makes good ones, leads one into tricky channels. Experts disagree, and whatever you say is held against you. When motor boat men get together, their talk can ring with scientific accuracy. A motor turns over at so many r.p.m. and develops a known horse power. But the speed at which a sail will drive a boat is not susceptible of accurate measurement. A hundred (undoubtedly an underestimate) factors affect it. Making a sail, setting and trimming it, require the exercise of art and, like all matters in this category, are hard to explain.

But this is no reason why the whole subject of sails should be shrouded in mystery and understandable facts remain so much abracadabra even to the old salt. Take, for example, the cotton of which the sailcloth is woven.

Cotton canvas has been used on American ships for well over a hundred years. It made yachting history in 1851 when the yacht *America* sailed to England, raced, won and gave her name to the famous cup. The *America* had cotton sails while those of her rivals were made of flax canvas. According to the historians, the superiority of cotton over flax, and the fine cut of the *America's* sails, played a big part in her victory.

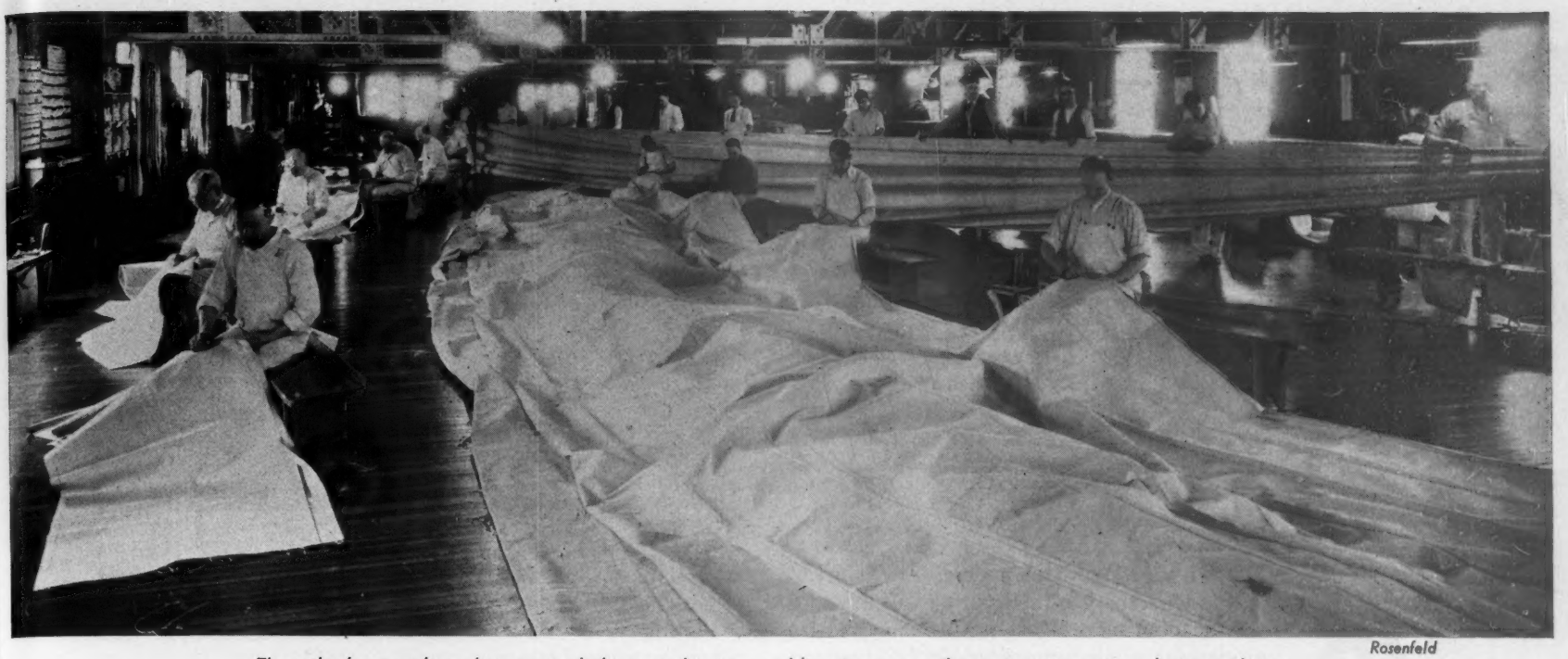
Flax is a comparatively soft fiber and when woven into cloth tends to stretch far more than does cotton. When the *America's* sails could be set "pretty as a picture," her rivals' had already stretched out of shape. In addition to the comparative inelasticity of cotton, its use had a sentimental as well as a price advantage for Yankee yachtsmen. For cotton was a home grown crop and flax had to be imported.

But it was not long before domestic cotton was facing competition from growers on the other side of the big pond. In Egypt, they grow a different variety of cotton from that produced in America, and this cotton was found to be excellent for the manufacture of canvas and other cloths for which strength and smoothness are desirable. Of course, all Egyptian cotton is not superior to our home grown crop. There are qualities and grades in cotton just as there are in woods, steel, gasoline or anything else. Simply to say that a sail is made of Egyptian cotton is about as meaningless as giving the number of berths in a boat to indicate how many she can comfortably accommodate. The fibers of the best Egyptian cotton average close to two inches in length. Sea Island cotton, grown on the islands off the Georgia coast, averages about the same length but the crop of island grown cotton is small. Most Sea Island cotton is grown on the mainland and the fibers are a little more than an inch long. Pima cotton, another of the good domestic varieties, is grown from Egyptian seeds and the fibers measure approximately one and a half inches.

A single cotton fiber is so fine that it is practically invisible. A fiber measuring an inch in length is approximately 1/1000 of an inch in diameter. Chemically, cotton is practically pure cellulose; physically, each fiber is an empty tube from which the juice has drained as the cotton ripened. During the drying process, the walls of the fiber shrink unevenly and, as the fiber flattens, it acquires a natural twist which makes possible the spinning of strong yarns. Before the fibers are spun into yarn, they go through a carding and combing process which straightens the fibers and eliminates the shorter ones. Obviously, the longer the fibers, the smoother and stronger the cloth will be. The threads spun from the fibers vary in size and many may be twisted together to make a yarn of the desired thickness. The number of plies used for the yarn depends largely on the weight of the cloth that is to be woven. The finer the cloth is to be, the finer must be each yarn, and the greater the number that will be needed to make each inch of cloth. Balloon cloth, for instance, has a much higher thread count than the canvas used for a mainsail.

There is no standardized number of threads which are woven together to make canvas of specified weights. Each mill has a system and specifications of its own, and the cloth Mill A describes as eight-ounce canvas may be quite different from what Mill B calls eight-ounce. Even if the two mills manufacture according to the same specifications, the cloth they turn out may vary considerably. For the cloth is affected by the humidity in the loft when it is being woven, by the location of the mill, and also by the machinery used. Even a difference of a few hundred feet in elevation may make a difference in the quality of the cloth; one mill, I have been informed, discovered, after installing new machinery, that its old-fashioned machines turned out better canvas.

When cross cut sails were introduced, back in the beginning of this century, radical changes had to be made in the methods used for weaving sailcloth. The greatest stress on a sail is the up and down one, and when the cloths were laid



Rosenfeld

The sailmaker must know how canvas behaves under stress and how it comes and goes in various atmospheric conditions

parallel to the leach, canvas was always woven with the greater strength in the warp, or lengthwise threads. The change to cross cut sails put the stress on the weft, or crosswise threads, and many mills thereupon began to produce what is known to the trade as a reverse fabric, or one that has a greater tensile strength in the weft (also known as the filling threads) than in the warp. Canvas may also be woven as a "balanced" cloth, meaning one that has equal strength in the length and width.

If you really want to be specific when ordering sails, you must, then, go considerably further than merely mentioning the weight of the canvas you desire. The number of threads in the warp and filling, and their tensile strength, are at least as important as the number of ounces that the canvas weighs, but information on these points is a lot harder to get.

When we talk about a sail made of ten-ounce canvas, we mean, of course, the weight of the cloth per linear yard of 28½-inch width. Why this standard was established, nobody seems to be sure for canvas is woven in varying widths. One of the explanations is that this was the width required by the government for canvas to be used for tents. In England, 24 inches is the width used for weight determination but there does not seem to be any explanation at all to offer for this. In any event, we ought to be able to identify American made canvas by its weight, using a yard of 28½ inches as the basis. This can be done up to a certain weight, but then we run into "Numbered Canvas."

Usually, duck weighing more than fifteen ounces is sold according to number. Some years ago, canvas manufacturers met in solemn conclave with the Federal Bureau of Standards and adopted various rules and regulations including one which established a formula for identifying numbered duck. It is a simple enough formula: x (number of duck) equals 19 minus the weight. But here the weight is figured according to a linear yard of 22-inch width. If this was not done to confound the already confounded sailor, I'd like to know its purpose. In any case, the conversion from ounce weight to numbers works this way: Suppose the canvas weighs 16 ounces per yard of 22 inches wide. Then x equals 19 minus 16, and the canvas is called number 3. When the weight is 19 or more, the number is indicated as follows: 19-ounce cloth is called 1/0, 20-ounce cloth is 2/0, etc.

The sailmaker is usually the one to translate weights into numbers, and vice versa. Ernest Ratsey has gone so far as to have a chart prepared showing how numbers and weights line up, using cloth of 28½ inches as the basis. This chart gives numbers for all sailcloth, from No. 00, which is the heaviest, to No. 21. But something happened, somewhere in the calculations, and no ounce weight is given for No. 15 canvas (between seven and eight ounces), for Numbers 18 and 19 (between five and six ounces), nor for Number 21, which weighs less than five ounces.

Despite these omissions, the chart is instructive whether

(Continued on page 86)

Levick

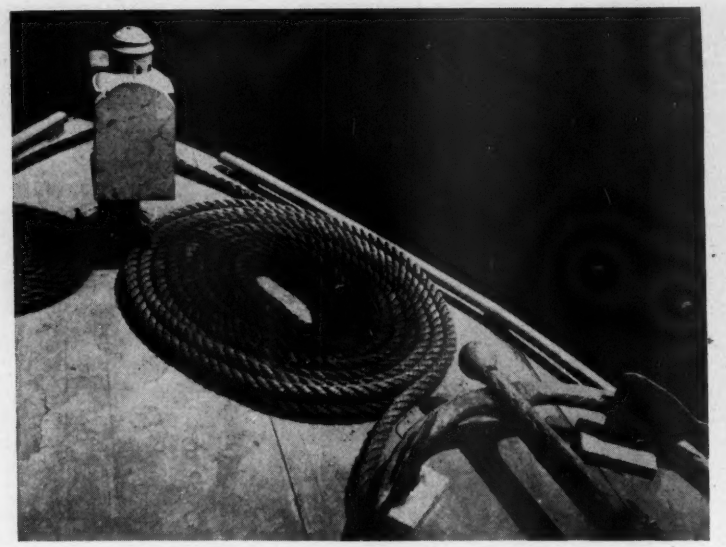
Frank C. Paine's "Gypsy" with her black mainsail of specially treated canvas. She did well in last season's racing

"SHOAL— 'WARE SHOAL!"

Some Serious and Frivolous Facts About Getting Off When You're On

By

FREDERIC M. GARDINER



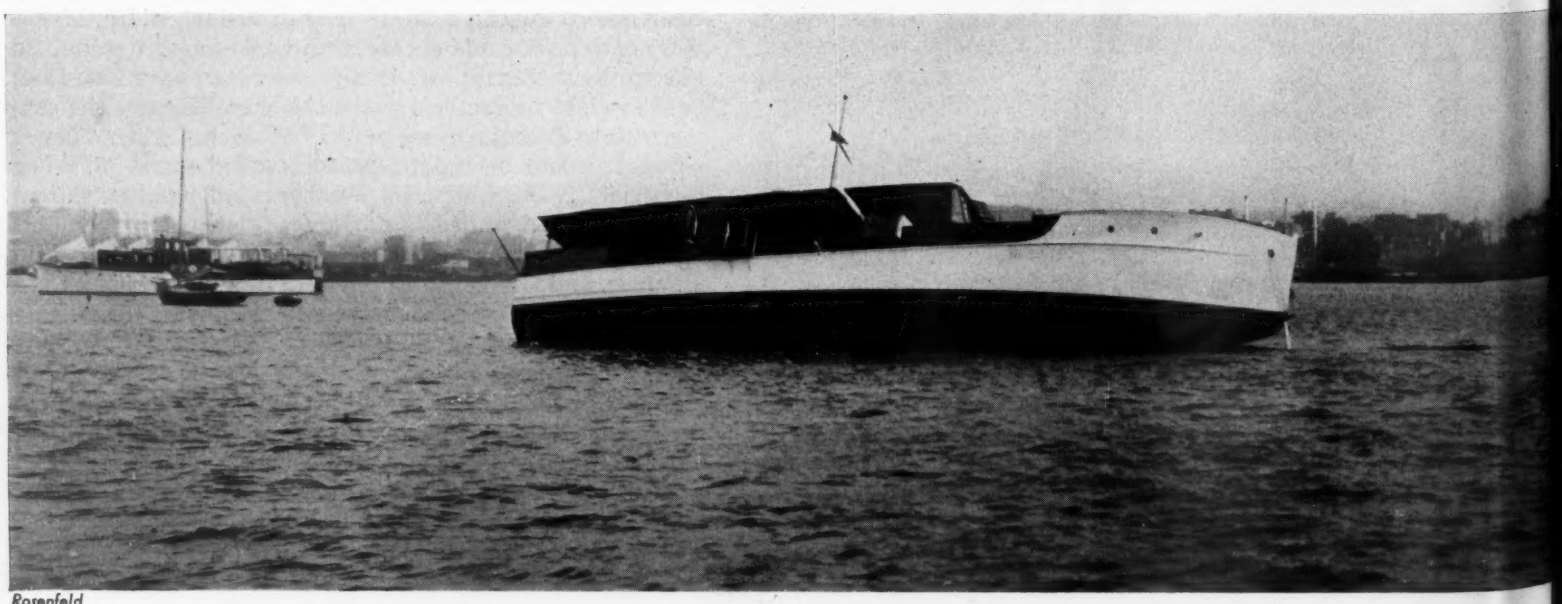
A GREAT deal has been written concerning the art of *keeping off* the bottom. By implication, every book on piloting and navigation is a treatise on this subject. Comparatively little, however, has appeared in print on the art of *getting off* the bottom, should you be so unfortunate as to be numbered among those who get on.

What has been written on this subject applies for the most part to large vessels and, while the broader aspects of the subject apply to any vessel, the yachtsman may use many tricks which would be useless in connection with an ocean liner. From the scarcity of material on stranding, it might be assumed that it is the general opinion that, if you teach a yachtsman how to keep off the bottom, he won't get on. But such an assumption is not upheld by the records. As John Irving suggests ("Cruising and Ocean Racing," by E. G. Martin, John Irving, *et al*) in his chapter on mishaps: "Stranding is scarcely a mishap — for some yachtsmen it is almost part of the cruise!"

Whether you go aground for the fun of it — as "part of the cruise," let us say — or out of carelessness, or due to a hard chance in which your anchors fail to hold, once aground, your immediate concern is to get off. To attack this problem intelligently in a discussion, the first step must be to break it down into its component parts since the solution of the problem is dependent upon various factors which seldom exist in the same combination in any two groundings. The size and type of your yacht; the state of the weather; the conditions of tide and current; the topography and character of the bottom; the apparatus and other means at hand for refloating your vessel; these and other matters must be taken into consideration before operations can be started with any assurance of success.

I shall not forget the first time I grounded when I was "on my own." During a vacation from school, I obtained my father's hard-won permission to take the family Friendship sloop for a day's sail without adult supervision. I took a schoolmate along as crew, and felt every inch the Skipper. I was quite capable of handling the boat in the mild, warm breezes with which we were favored and I had some knowledge of the water and navigation marks around that part of the Maine coast where we spent our summers.

So far, so good. But there was one important element of navigation about which my mind was hazy — currents, and what to do about them. To make a long story short, by mid-afternoon a current had set us hard and fast on a shoal off a small, uninhabited island. And there we sat! We pushed with the boat hook (the only utensil we had for the purpose); we got off in the "dink" and tried to tow her off; we even jumped overboard in the chilly water (Maine water is cold, even in midsummer), stood on the bottom with the water up to our chins, and tried to lift the bow around. But the tide had been ebbing when we struck, and we were unable to budge our craft. Fortunately, the tide had not long to ebb, so we sat on deck, disconsolate but not altogether without hope, and waited for nature to relieve our distress. It was



Rosenfeld

while we were sitting there, wondering how we would find our way home if the sun set before we got off, that a hail sounded across the water.

"Be you aground?"

We jumped to our feet, to see a fisherman approaching in a dory. He was a welcome addition to the otherwise deserted scene of our misadventure.

"Yes!" we yelled in chorus.

The fisherman rowed alongside.

"Ain't ye got no anchor?"

"Sure."

"Whyn't ye kedge 'er off then?"

We must both have looked blank, for our visitor gave a snort and said something about sending babies to sea.

"Here," he told us, "break out your anchor and put it aboard me."

Still mystified, we dove into the cuddy and struggled with the 75-pound anchor stowed there. We delivered it as ordered.

"Where's your rode?" the fisherman demanded. "Anchor's no good without a rode. Rope, rope —" he added, somewhat impatiently, as we stood hesitant. "Gimme all the rope yuh got."

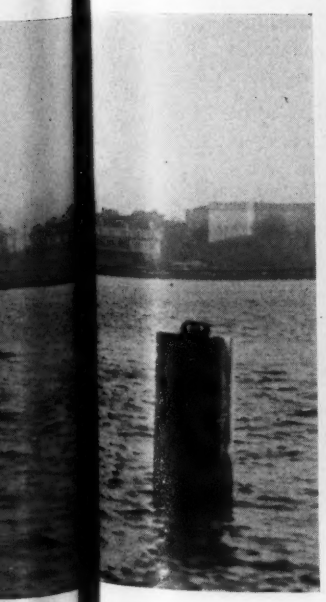
When he had arranged matters to his satisfaction, with the rode coiled down in the dory, one end made fast to the anchor and the other to our quarter bitt, he pulled away into deep water and dropped the anchor over the side of his dory. Then he came back, clambered aboard, and the three of us, abetted by the rising tide, soon had the sloop afloat again.

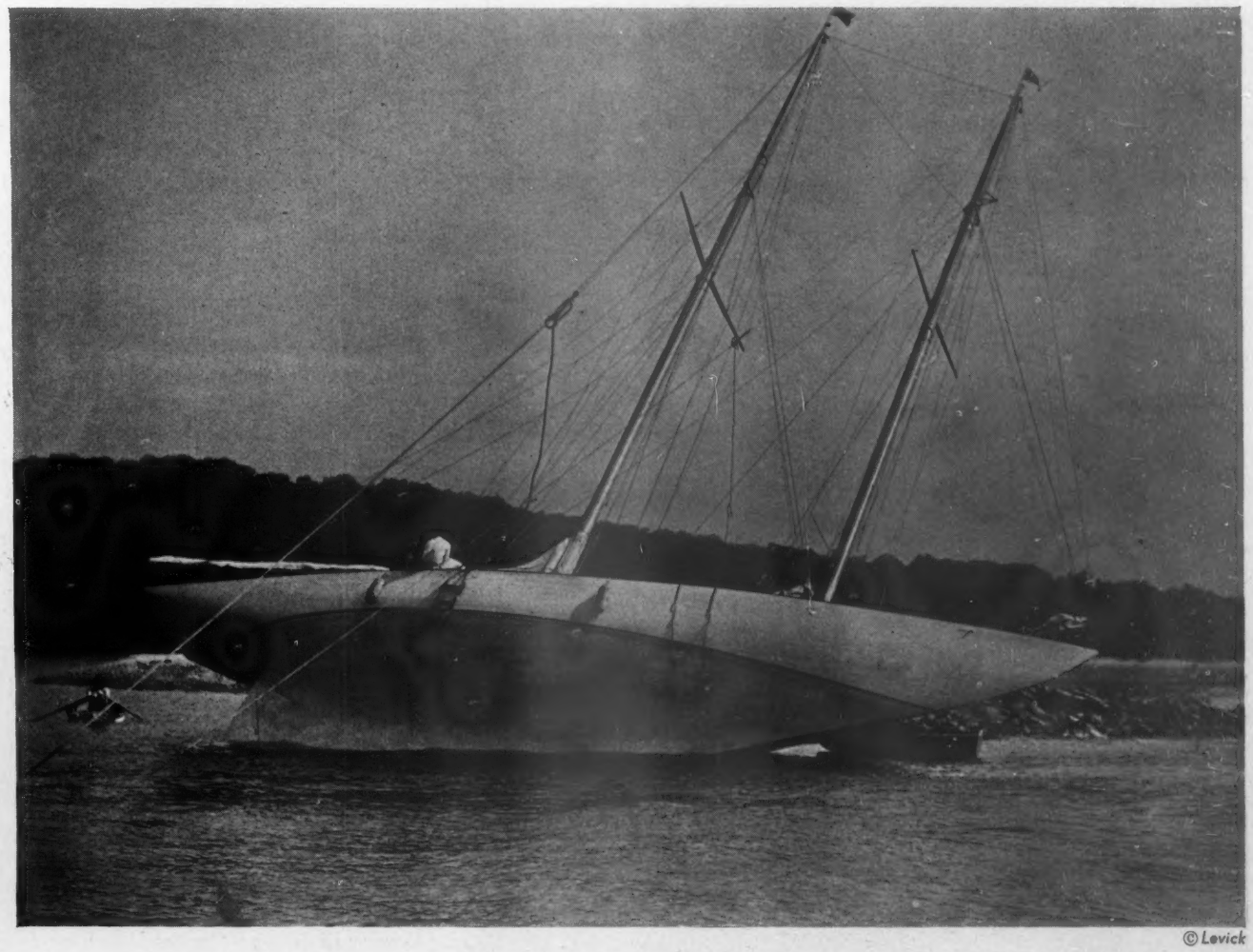
That, I must confess, was not the last time I went aground "on my own"; I have had my share of such experiences. But it was the last time I did not know what to do about it.

"Kedging off" is, of course, the first thing anyone who knows anything about going aground would think of. As a matter of fact, while I did not know what the word "kedge" meant, I *had* heard of getting a boat off the bottom by using the anchor. But grounding creates, in the inexperienced, a helpless feeling which is a form of panic and, young and inexperienced as we were — as well as a little bit frightened, not only at the immediate prospects but at what our parents would say — we completely forgot that we had an anchor stowed below.

Recently I had the privilege of racing in a fine, ocean-going, cruising yacht. Intent on the race and on getting away from our competitors, we nudged a shoal and came to an ignominious stop. The breeze was light and we were running under a spinnaker, so we fetched up on an even keel, grounding so gently that we did not know we were aground until we saw that we had no way on. We tried this and that — shoving with the spinnaker pole; trimming sheets to try to swing the bow; lightening the ship by sending most of the crew overboard for a swim. To no avail.

Unfortunately, as this was a race in sheltered waters, we had left the tender ashore, and had no way to carry out an anchor. An enterprising member of the crew, however, had thought to swim down and inspect the ship's keel in relation to the bottom. He reported that we were just on the edge of the shoal, aground aft, and that if we could somehow swing the bow to port we could probably get off. With that possibility in view, two huskies picked up the lighter (175-pound) anchor and heaved it as far off the starboard bow as they could. Then the end of the rode was carried aft through the starboard quarter chock, and led forward to the windlass. When a strain was put on the rode, the forces set up tended





© Levick

"Better a mile too far than a fathom too near" is an old saw that will help keep vessels afloat. The motor boat (left) is stuck until the tide flows; the schooner has anchors carried out with masthead tackles attached to the cables

to pull the stern to starboard — thereby swinging the bow to port — at the same time forcing the ship ahead. The scheme worked. As was remarked to the previously disheartened crew, after we were under way again: "Anybody can run a ship aground, but it takes a mighty good crew to get her off without help."

Incidentally, after losing an hour of precious time, we got back into the race and finished third!

On another occasion, on a falling tide, when it was essential to "get off" with despatch on account of threatening weather, the ordinary kedging operations were not successful because, by the time the anchor had been carried out, the tide had dropped an inch or two and the grip of the bottom was too strong. In this case the anchor was shifted to a point abeam and as far out in deep water as the length of rode would allow. Then the main halliard was run out its full length and made fast to the rode. By heaving on the halliard, the boat was heeled, thereby decreasing her draft, and she floated off.

I have chosen to describe in some detail these three variations of "kedging off" because kedging is not only usually the surest, but often the quickest way to refloat your vessel. While it is true that an experienced yachtsman, on going aground, will immediately think of this method, it is equally true that he is apt to try everything else first. Kedging requires putting over the tender (unless she is already in tow); struggling with an anchor, which may be heavy and is always a nuisance; getting all or most of your rode out of the forepeak and into the "dink"; rowing out and letting go (which is not always easy from a small boat) and then doing everything all over again in reverse! In other words it is hard work! But "trying everything else" is simply a waste of precious time if, in the end, you are forced to kedge; and it is suggested that it is the part of wisdom to size up the situation immediately upon grounding and to start kedging operations at once unless there is good assurance that an easier method will prove effective.

"Sizing up the situation" is, of course, the first thing for the grounded skipper to do, and he must take into consideration all of the factors mentioned earlier in this discussion. It would be difficult to determine which of these is the most important but perhaps the conditions of wind, sea, and tide should be considered first, for they determine the importance, in a given situation, of the time element.

It is evident that, if the sea is rough, it is advisable to get off as soon as possible, to save your yacht from the shocks of pounding. If the weather is threatening, common sense dictates that you get off, if possible, before the sea makes up and your vessel begins to pound. If the tide is at, or near, the top of the flood, speed is also indicated, to keep from being caught on a falling tide. Under each of these conditions it is important to decide at once whether it is worth while to try this and that, or whether it would be better to start kedging operations without delay. In the majority of strandings with which I am familiar, kedging was resorted to sooner or later; and it is my opinion, in some of the cases where other methods were successfully employed, that kedging, if it had been resorted to at once, would have saved considerable time and would not have been much more laborious.

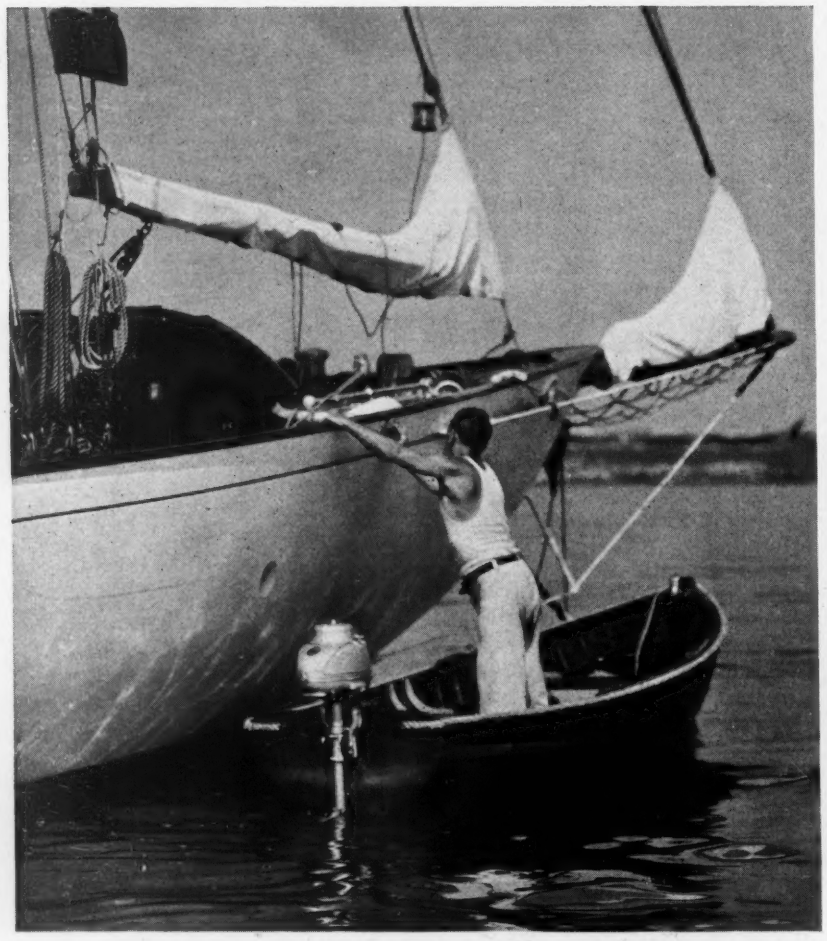
The easiest of all ways to get off the bottom is, obviously, to sit and wait for the tide to float you off. When you ground at or near the turn of the ebb, or on a rising tide in calm weather, when nobody is in a hurry, and particularly if supplies for refreshment are ample and the cook and bartender in good humor, this is a delightful way to solve your problem.

But, even under such favorable conditions, it pays to keep a weather eye out. I remember just such a situation when we waited to float on a rising tide — and waited and waited and waited. We were, I must confess, in a highly convivial mood and more interested in refreshments — liquid and solid — and in swapping yarns, than in what was happening to the boat. We were eventually surprised, not to say appalled, to discover: 1, that we were still aground; 2, that, as the tide rose, the current had simply set us further inshore; and, 3, that the tide had turned and was ebbing rapidly!

The moral is, put out an anchor if you decide to let the tide float you so that, when you do float, you will not be in danger of being swept along with the tide into increasingly shoal water. The anchor should be dropped in deeper water, away from the shoal, but need not necessarily be carried out. If you are aground forward, take the anchor aft and heave it as far out as you can; then take the rode through the bow chock or hawse pipe and put a slight strain on it. If you are aground aft, reverse the process, letting go the anchor from forward and leading the rode to the quarter bitts. If the holding ground is poor, however, it will be wise to carry out the anchor, as you would for kedging, in order to get sufficient scope so that you will not drag as the tide rises.

There is an important exception to the foregoing which, fortunately, does not often require consideration. That is in the case where your vessel, in grounding, is so badly holed that it is not safe to haul her into deep water. I am happy to say that I have not yet experienced such a catastrophe; in a well-built yacht, it is not apt to occur unless she strikes a rock ledge, sunken piling or some such unyielding obstruction. A case is recorded of a vessel which was "spiked" on a reef and badly holed. To save her, they poured concrete into the

(Continued on page 104)



An anchor should be carried out as soon as possible

This trim motor yacht is one of the 1941 fleet built by the Matthews Company. She is a "38" Deluxe Sedan Cruiser, owned by William S. Jack, of Hollywood, Florida. "Midge" is completely equipped for offshore fishing and makes many runs out into the Gulf Stream. She is fitted with ship-to-shore telephone. The power plant consists of a pair of 3-cylinder Gray Diesels developing 82 hp. each.

"MIDGE" — *Equipped for Fishing*

Rosenfeld Photos

A varied fleet of picturesque commercial sailing craft lingers along Nassau's crowded waterfront

A CRUISE TO HAITI AND EASTERN CUBA

A COLD, raw northwest wind — the 12th of November — bags and packages of every description piled around me in the taxi. The train leaves for Florida in ten minutes and we seem to be hopelessly blocked about half a mile from the Pennsylvania Station, New York. One minute is still left as we shoot down the incline; a wild dash for the gate and we slip through just before it closes.

This was a fitting culmination of weeks of intensive work arranging matters for a five-month cruise in the *Alice*. I counted the thirteen pieces of hand luggage and sank into my seat, exhausted both mentally and physically. However, by the time we arrived at Fort Lauderdale, and after two long nights' sleep, I felt ready to tackle the hard job which lay before me.

The *Alice*, according to reports, had survived two Florida hurricanes. After the last and worst one I had received the following telegram in answer to repeated wires: "No one killed, buildings all down, your boat not sunk."

This was not particularly reassuring. A vivid imagination could picture all sorts of conditions that might be covered by this description. However, later reports were almost too good to believe. The *Alice* had been laid up afloat under a large wooden building with thirty or forty other yachts. I had stored all sails, linen, books and fittings in the cabin instead of using a locker on shore and this proved to be their salvation. When the freshet came, nearly everything stored on shore was destroyed; the lockers and their contents had vanished.

The *Alice* had been laid up afloat under a large wooden roof built over the storage basin. This roof had fallen down on the yacht but, in the spring, I had unstepped the masts and, with the other spars, laid them on deck on heavy blocking carefully placed over the bulkheads. The fallen roof resting on this strongback did not even touch the two dinghies which had been left on deck in their regular chocks. When the freshet came, the *Alice*, uninjured, simply rose with it and carried the roof up at the same time. Both dinghies and everything stored on board were in perfect condition.

I arrived on board about noon two months after the hurricane and was able to make things livable before dark. No sailors or riggers were available but I managed to hire an intelligent Kentucky farm boy to help. The wreckage of the roof had all been cleared away, so we started the work of stepping the mast with the help of only such gear as we had on board. No shears or derrick or even spars of any kind were obtainable at Fort Lauderdale at the time.

The longest spars on board the *Alice* available for stepping the masts were the main boom and main gaff which are nearly the same length. Unfortunately, I found they were not long enough to permit a hitch on the mainmast above its center of gravity, so it was necessary to economize every bit of height. The procedure was as follows: The large ends of the main boom and main gaff were laid on the deck close to the rail on short pieces of two-inch plank so that the deck would not be injured. The other ends were crossed and securely lashed together, forming a pair of shears. The main throat halliards were then secured to the highest point on the shears, while the lower ends of the shears were connected by a small watch tackle so they could not slide when the shears were being raised. In addition, stout forward and after guys were made fast to the upper end of the shears and later attached to the bow and stern by small tackles so that the shears could be swung forward or aft as desired, even when a heavy load was suspended on them. All these preparations were completed before the shears were raised. The raising was quickly and easily accomplished by the windlass.

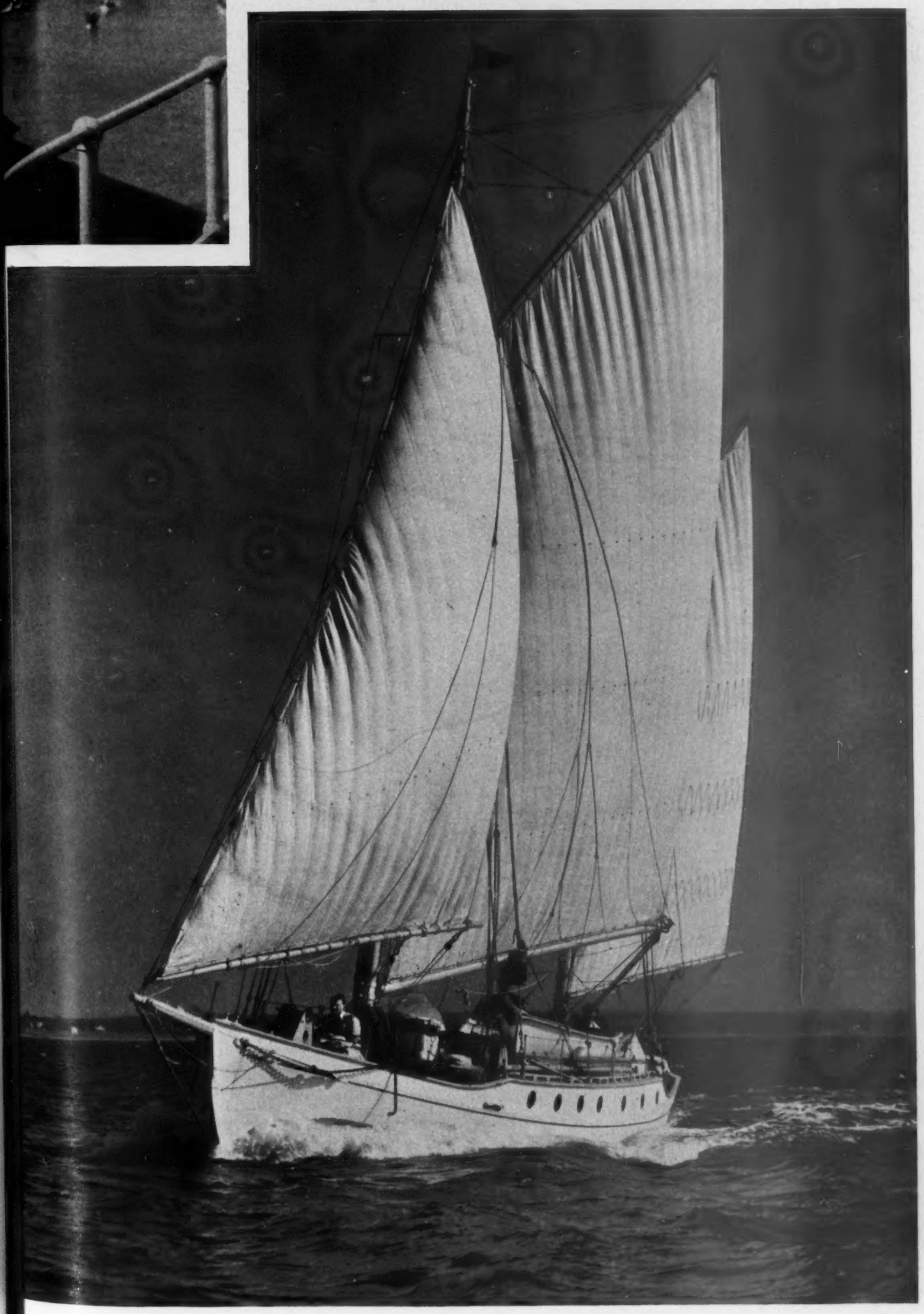
Next, the hitch was made around the mainmast, the first

The "Alice" takes on water before setting sail on her southern cruise. Below, her broad beam and short rig make for comfortable cruising

Jogging Around the West Indies in the Auxiliary Ketch "Alice"

By

HENRY HOWARD



one to be stepped. This hitch had to be made some distance below the center of gravity of the mast which was quite heavy with all the ironwork, standing and running rigging attached. Careful measurements were made and an allowance of about two feet added to be sure that we would have room for swinging the heel of the mast over the deck, into its hole. The hitch made at this point is a most important detail as any slipping might cause a serious accident. A good hitch is one similar to an ordinary rolling hitch except that four round turns are made about the mast. In addition, preventers are provided, both above and below the lashing, to any convenient ironwork on the mast. The object of these is to prevent any shifting of the lashing by which the mast is hoisted. The throat halliard purchase, made fast to the highest part of the shears, was then shackled into the lashing on the mast. As this was below the center of gravity, the heel pointed up when we began to hoist the mast. This was expected and was rectified by two watch tackles made fast to a strop about two feet above the heel of the mast so as to leave the end free to enter the mast hole.

All these preparations took some time, after which the actual stepping of the mast was accomplished in from twenty to thirty minutes. The hauling part of the purchase was led to the windlass through a block secured near the deck directly under the shears. As soon as the heel of the mast was up about fifteen feet, hoisting was stopped and the heel hauled down by the two tackles mentioned before, one being fast to the rail each side, just abaft the shear legs. Hauling down the heel raised the head and, with a little more hoisting on the main purchase, it was easy to haul the heel of the mast directly over the

hole in the deck and then lower it into place. After the mast had entered the hole twelve to eighteen inches, the strop and bottom tackles were removed and the mast lowered into its step. This whole operation had to be repeated for the mizzenmast. The entire job took one day for each mast.

As soon as possible, we moved the boat down to the New River Machine Company's plant where she was hauled out on an excellent railway for painting, etc. I have found that it is much more satisfactory, whenever possible, to draw up in advance detailed specifications of just what you want done and get a flat price on the whole job, including hauling and launching. Few yards make any charge for lay days on their railways if their own men are doing the work.

Two weeks of strenuous work from daylight to dark found the *Alice* ready for sea. My northern charts were carefully bundled up and left on shore to make room for a complete set of large and small scale charts of the West Indies.

With these, I found it necessary to adopt a new method of arrangement. Heretofore, when dealing with the Atlantic Coast charts, I simply arranged the 1/80,000 scale charts in a folder in their geographical order from Eastport to Key West. The harbor charts were similarly arranged in another folder and small scale coast and general charts in a third folder. These folders are of heavy manila paper and hold the largest charts folded only once. The chart locker into which they fit holds over 200 charts filed in this manner.

An inspection of a general chart of the West Indies will show how impracticable the above method would be for that locality, so I simply used the system of the Hydrographic Office and the Coast and Geodetic Survey. That is, I had all charts arranged in their numerical order in two divisions, one for the Hydrographic Office charts and the other for the Coast Survey charts. This brings large scale, small scale and harbor charts all together. It is then only necessary to provide yourself with the descriptive catalogs of charts, one issued by the Hydrographic Office and the other by the Coast Survey. Both of these lists are thoroughly cross indexed, enabling you to find anything you have at a moment's notice. The Coast Survey charts of the West Indies cover only the United States possessions.

Thursday, November 29th, all was ready and we started the motor for the trip down the river and through the several bridges at Fort Lauderdale to the sea. For crew, I still had the farmer boy from Kentucky, augmented by a friend of his who was ambitious to ship as cook for our cruise.

The *Alice*, by the way, is an auxiliary centerboard ketch, 44′ on the water line, 52′ over all, 13′ 7″ beam (at deck), 12′ 10″ beam at water line and 4′ 2″ draft with centerboard up and all cruising supplies and boats on board. With centerboard down, her draft is 8′ 6″. The engine is a Swedish Bolinder, using crude oil, of 15 brake horse power, with a Bolinder reversible propeller. Speed in smooth water and no wind, six knots. Our tank capacity is 300 gallons of crude oil which gives a cruising radius under power alone of about 1500 miles.

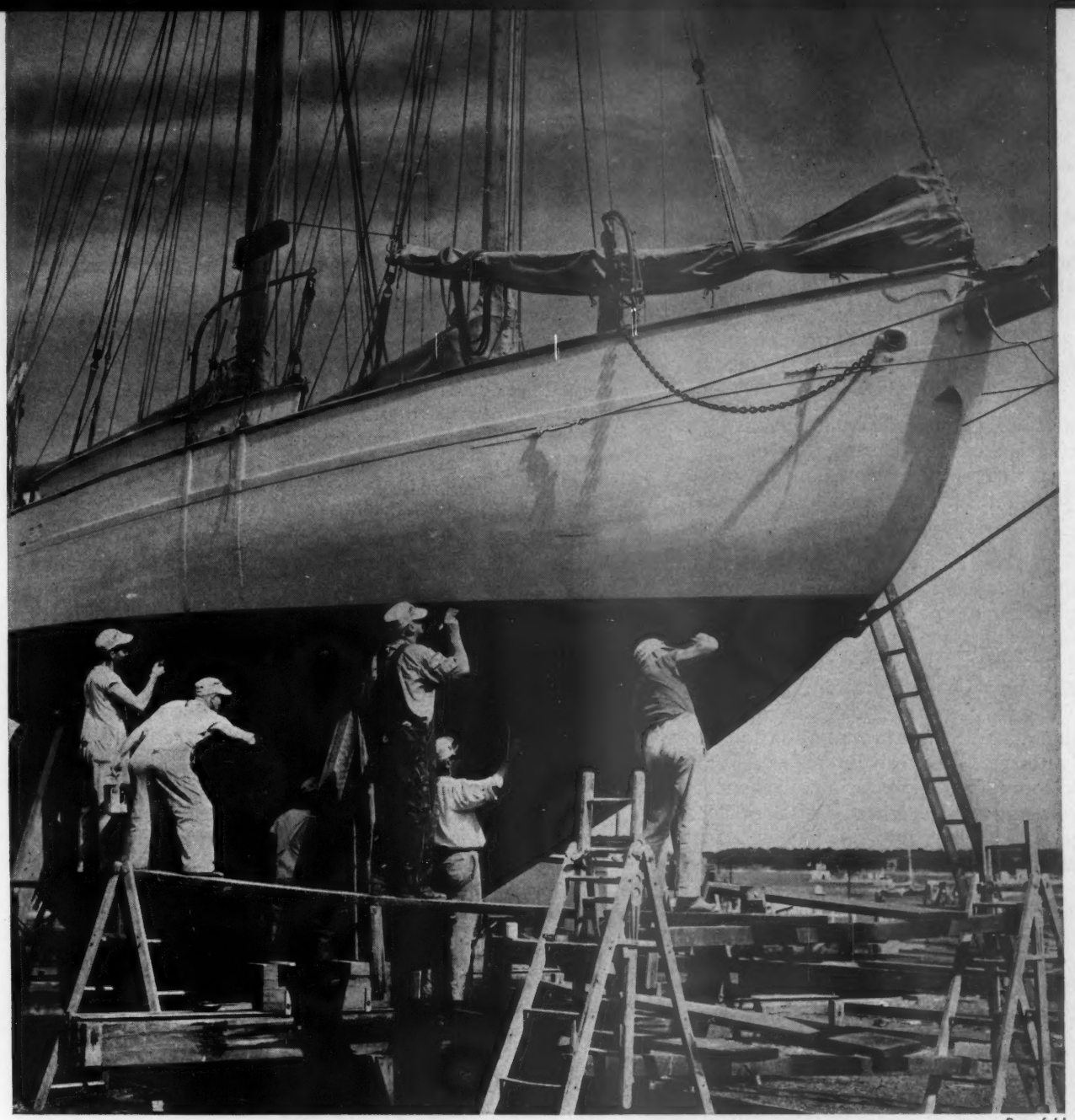
The regular crew consists of an able seaman and cook. For accommodations below, we have a forecastle with two pipe berths, a galley, a storeroom, saloon, and owner's stateroom. Abaft the saloon is an engine room having a separate entrance from the deck, and a lazarette.

The *Alice* was built in 1924, in Tottenville, New York, from the lines of Commodore R. M. Munroe. She has been described in detail in a book, "The Yacht Alice." The object sought and, I believe, realized in building her, was a boat of draft light enough to go from New York to Key West by the inland waterway and, at the same time, seaworthy enough to make the same cruise in safety outside.

(Continued on page 90)

Gerry Swinehart

This hotel in Nassau overlooks the harbor where the local sponge fleet is racing



Rosenfeld

THE NATURE OF ANTIFOULING PAINTS

By

OLIVER H. REEDER

FITTING-OUT time annually brings the yacht owner face to face with a problem which has beset sea captains since earliest recorded time, the problem of preventing the fouling of underwater surfaces. Although popular nautical parlance may loosely term this accumulation of fouling material "barnacles," "grass," "seaweed," "moss" or just plain "scum," actually over 300 different and distinct species of animal and plant organisms have been isolated from fouled surfaces and identified. Through the ages, most antifouling measures have been directed primarily against barnacles as the principal offenders in slowing down ships, but it has been only in comparatively recent times that the biologists have stepped up to tell us that there are more than 150 different species of this form of marine growth alone. But an efficient antifouling paint for wooden craft must also furnish protection against the teredo or shipworm, a pest more insidious than the barnacle because it cannot be seen at work and is usually discovered only after damage necessitates a repair bill.

Hence, because of the widely varied forms of life which may clutter up the bottoms of our yachts, the problem of formulating an efficient antifouling paint is by no means simple. Patents by the dozen have been taken out during the past hundred years for antifouling materials, including such a variety of substances as strychnine, asafoetida, gutta percha, guano, hair, creosote, asphalt, various resins, cyanides and silicates. More interesting are the mechanical gadgets which hopeful inventors have patented; these involve the use of refrigeration, compressed gases and electrical potentials, to name but a few. Some of these show promise but the associated engineering problems are so difficult of solution and the expense so great that antifouling paints continue to be relied upon by steamship companies and yachtsmen alike.

It is not necessary even to outline the properties desirable in paint for a yacht's bottom. Suffice it is to say that every yachtsman selects that paint which he feels combines protection of his hull with speed through the water, at the same time effecting an economy by minimizing the number of

necessary haul-outs. These properties are found in varying degrees in the different types of bottom paints, and this can perhaps best be pointed out by considering for a moment exactly how an antifouling paint "operates."

In the first place, the term "marine growth" as used here is meant to include barnacles, grass, algae, teredo worms and, in short, all aquatic vegetable and animal parasites. Now protection of the bottom of a yacht from marine growth by an antifouling paint results solely from the operation of two factors:

1. The maintenance of a continuous and sufficient concentration of a chemical toxic to marine growth.
2. The gradual wearing away or sloughing off of the exterior of the paint film; the experts call this process "exfoliation."

Although both of these factors are constantly at work in every antifouling composition, the dominating factor changes in going from one type of bottom paint to another. Thus, in a regular copper paint, we find exfoliation and toxicity playing about equally important parts, the soft film gradually sloughing off and preventing adherence of marine growth while, at the same time, the cuprous oxide and mercuric oxide dissolve to form a solution toxic to any incipient worms or grass. Conversely, in one of the so-called copper bronze bottom paints, the pure metallic copper present corrodes in salt water, as evidenced by its discoloration. This weathering yields soluble copper salts which, together with other poisons, play the dominant antifouling role. Incidentally, experience has shown that, weight for weight, a combination of poisons is more effective than any one poison.

Soft films offer considerable surface friction to the passage of water and, for this reason, regular copper paints are undesirable for racing craft. Bronze bottom paints, on the other hand, dry to a hard film which can actually be polished to a smooth racing surface and are to be preferred where both speed and antifouling properties are desired. Let's consider the above two factors in more detail.

In the first place, it might be well as a reminder to point out that, in the jargon of the paint industry, the liquid portion of a can of paint is called the vehicle while the dispersed solid material comprises the pigment. Needless to say, both vehicle and pigment are made up in turn of what the paint manufacturer has found to be the most effective combination or blend of ingredients for the intended purpose. Now the continuous sloughing or wearing away of a bottom paint film is closely identified with the vehicle or liquid part of the paint, but it is important in obtaining a film of the proper tenacity and hardness not to sacrifice any of the desired antifouling properties. The mere presence, for example, of a vegetable oil such as linseed oil will nurture a fine crop of barnacles; hence, vehicles composed of pine tar, coal tar, natural and synthetic resins, cut back with volatile thinners, should be used. Usually, these vehicles are, in addition, good wood preservatives and, therefore, it is an excellent rule not to prime new wood and seal up the pores unless the manufacturer so recommends. A linseed oil paint such as most red leads, used as a primer under a bottom paint, will almost invariably impair its antifouling properties due to the fact that the primer film, unless thoroughly oxidized and hardened, is "lifted" by the antifouling paint, the linseed oil working its way to the surface where it can attract growth.

Whereas exfoliation is concerned solely with the physical properties of the paint film, when we consider the toxic compounds present in a bottom paint, we must have a look at both the pigment and the vehicle. The common poisons employed industrially are cuprous oxide, calomel, mercuric oxide and so-called copper bronze which is essentially pure metallic copper and contains no appreciable amount of tin, as the name implies. Arsenic compounds are also used to a limited extent as well as toxic materials, such as copper naphthenate, which are soluble in the vehicle and so become disseminated uniformly through the entire paint film.

These poisons must not be so soluble in water as to disintegrate the paint film but must, on the other hand, be sufficiently soluble to maintain a toxic concentration enveloping the hull while at anchor. When a yacht is in motion, the tendency to foul is practically negligible as compared to the amount of marine growth she can pick up when tied to her mooring for the same period. It is of course, vital for both the manufacturer and the user of an antifouling paint to make sure that the paint film does not become too hard. If such becomes the case, all the poisonous ingredients become completely sealed up, and their efficacy is lost. For this reason, it is advisable to follow the instructions on the can and not to wait too long before "going overboard" after the final coat of bottom paint.

The presence of copper and its salts makes it inadvisable to apply any antifouling paint directly to iron without first

(Continued on page 98)

THE YACHTSMAN GREETS THE SPRING

. . . Then there are days
When nothing on the water or the land
Goes right. The wind is cold, the cussed paint
Blows off the planking when a man is keen
To launch and fit. The rigging kinks and curls,
His tools get lost amongst the cluttered gear,
The planks and blockings underneath the keel,
Beneath the bilges, just refuse to stay
Where they are put. The rudder swings around
When strikes the wind; it smears his yellow coat
With copper paint. The varnish sets like glue
Before it can be spread, and then the can
Capsizes in the engine pit, ye gods!
Where not a salvaged drop can be obtained!
Peak halliard blocks, aloft where none can reach,
Unless it is a blue-nosed ape with hands
Both fore and aft, and tail to aid besides,
Develop frozen sheaves; the halliards bind.
Can man, long-suffering, be blamed this day
If he forgets his childhood teachings then,
And curses long and lustily to ease
The pressure on his arteries and nerves?
Comes then a wanderer from far inshore
Who offers his advice on what to do,
With all the dumbness of the human ox
Who knows not the distinction twixt the bight
Of hawser and the cockeyed, larboard watch!

In this tense moment drops the favored pipe,
The cherished partner of a thousand trips.
All blackened, oily, bitten, scarred and cracked,
But comforting beyond all human words.
It strikes the anchor-fluke; now, why, just why
Should that thrice-cursed piece of hardware lie
Upon that spot? The pipe-stem shatters, flies
In fragments and the boatman turns in wrath
So violent, upon his visitor,
The latter wheels and flees as from the clutch of death!

JOSEPH CHASE ALLEN

"GULF STREAM" WINS HABANA RACE

Centerboard Yawl from Houston, Texas, Takes Measure of Northern Favorites

By ALFRED F. LOOMIS

IT was a reaching start at St. Petersburg, Fla., with a fresh northwesterly straining the guineas and the jib topsails of the seven contestants in the Habana race. Little *Bicho Malo II*, the sole Cuban entry, hit the line with the gun. Señor Mario Bustamente, the cutter's owner, looked around and saw that he was traveling in fast company. On one quarter was *Good News*, record holder for the 284-mile race; on the other, *Stormy Weather*, five times winner of the Miami-Nassau race. Both of them seemed intent on occupying water already occupied by the *Bicho Malo* — whose name, according to one version, may be translated as "the bad little boy."

Mario is short in stature but deep of chest and powerful of voice. He began explaining why the bad big boys shouldn't usurp the prerogatives of the good little boy. On *Stormy*, other voices were raised in deprecation, excitement and objurgation. By a miracle of vocal coördination, the big boats slipped past the little one and the crisis passed. The twelfth annual race to the capital of Cuba ceased being an international incident and settled down into one of the most enjoyable races of an exceptionally colorful series.

The entry list was small, press of business and family matters and stress of weather having dwindled the starters to seven. *Golacamm*, the veteran Cuban schooner, could not come. *Ragamuffin*, a New York "32" owned in Houston, bucked a Gulf gale for five days before returning, frustrated, to her home port. Of those which did make the race, five were yawls, one was the Cuban cutter, and the seventh was the schooner *Admate*, owned by the ever willing and never hopeful St. Petersburg sportsman, Theo Leonard.

Individual points of interest may be introduced in connection with each of the competing yawls. *Malihini* was dismasted in the 1941 Miami-Nassau race. Dave Sloss and a group of fellow Detroiters chartered her for the Habana race and came to the starting line wearing crash helmets. Or so they said.

Windigo, a contender in the 1938 Bermuda race, was under charter to a group of Great Lakes sailors headed by Howard

Rosenfeld

Excellently handled by a crew consisting mainly of Southern yachtsmen, "Gulf Stream" redeemed the promise she made in last year's race. Below, "Stormy Weather," "Bicho Malo II," and "Good News" after the start

St. Petersburg Times

St. Petersburg Times

"Gulf Stream," "Good News," and "Stormy" reaching down Tampa Bay in a fresh northwesterly

Baxter, of Grand Rapids, Mich. Her navigator, Tom Hefferan, is commander of the United States Squadron in that district, and there were three other Power Squadron men in this able crew.

Of *Stormy Weather*, it may always be repeated that she won the Nassau race three times in a row under the flag of Robert W. Johnson, of New Brunswick, N. J. Bob was so enamored of her accomplishments that he sold her to William Labrot, of Whitehall, Md., and built the *Good News* to beat her. Bill, not being a party to the former owner's ambitions, took *Good News* into camp in the 1940 Nassau race, and took her again in 1941. Among her crew for the Habana event were Eddy Ayers, Bally Balliere, Woody Rich, and Miller Sherwood.

Good News came into her own in the 1940 Habana race, when she established the all-time record for the course, and came to the line in the race which is now under discussion with many potentialities in her favor. It was again a reaching race; she had been improved and stiffened by ballasting; and once more in her crew she had the one and only Ducky Endt. And Ducky had his pipe.

It remains to introduce with more particularity the winnah — the shoal draft yawl *Gulf Stream*, owned and sailed by Dudley C. Sharp, of Houston. *Gulf Stream* is an old boat and, as *Alsumar*, she was *not* built for racing by David H. Morris. She competed in the 1940 Habana race under Dudley's ownership and, without any light sails worth mentioning, finished third behind *Good News* and *Wakiva*, dropping to fourth on corrected time.

In her crew this time she had as many winners and other veterans of past races as have ever been gathered together on a guinea sheet, including Garner H. Tullis, of New Orleans (*Windjammer*); Al Fay, of Houston (*Starlight*); Jim Brickell, of Miami and points north (*Allegra*); and Bob de Coppet, of Stamford (*Coquette*). Of the others, whose names are not so widely associated with individual boats, there were Wheeler Nazro, of Houston; H. Hilton-Green, of Pensacola, president of the Gulf Yachting Association; the incomparable Edgard duPrey, of points high, wide and handsome; and David Morris, the former owner. Being generally known as a damned Yank, I was delighted to accept an invitation to sail in this predominantly southern galaxy and find myself characterized as a Connecticut rebel.

An eleventh hour replacement of main shrouds found *Gulf Stream* somewhat disorganized at the starting line, which we hit late and with not a little deliberation. But this was the centerboarder's weather and milieu and, with board and tail up, we made the Southwest Channel sea buoy, a distance of 22 miles, in the incredible time of two hours flat. The tide helped. In this first reach down channel from St. Petersburg and out Tampa Bay through the pass below Egmont Island, certain things happened that prompted the irrepressible Edgard to exclaim in two breaths: "Tomorrow is a luffly day. We gain on the errors of our competitors."

For one thing, *Windigo*, which had been leading until we began cutting the flats off Pinellas Point, split her guinea and dropped astern of us. *Malihini*, being almost unmanageable under whole sail, took time out to tie two reefs in her main. *Good News*, not liking the color of the water, bore off sharply and lost several boat lengths. Nothing that I could see happened to the other boats although, on the credit side of the ledger, *Admate* and *Bicho Malo*, not generally recognized as speed merchants, cleared the sea buoy only twenty minutes astern of *Gulf Stream*.

In the Gulf, with the blustering northwesterly wind not quite dead astern, all hands displayed considerable reluctance about setting spinnakers. Finally, however, they were broken out on all the yawls and, as the afternoon wore on, more things began to happen. *Good News* had a lovely parachute. First she had it and then she hadn't. Just like that. Without chafing alow or aloft, it suddenly exploded and from *Gulf Stream* we could see nothing but the luff and leach lines with little streamers on them, resembling a circus hoop after the lovely equestrienne has leaped through the brittle paper.

"Hooray," cried Edgard, "tomorrow is a luffly day."

Then *Windigo's* parachute pulled out at the head. The saturated cotton, trailing in the water, ruptured the spinnaker pole and removed it from further usefulness. The crew manhandled the sail aboard but we didn't see that as our own small spinnaker let go at the clew about the time I, the official looker-atter, took my afternoon nap. A pin at the cup end of *Stormy's* pole sheared off and she sailed the afternoon and night under reaching canvas. Our spinnaker was repaired and subsequently restored to service.

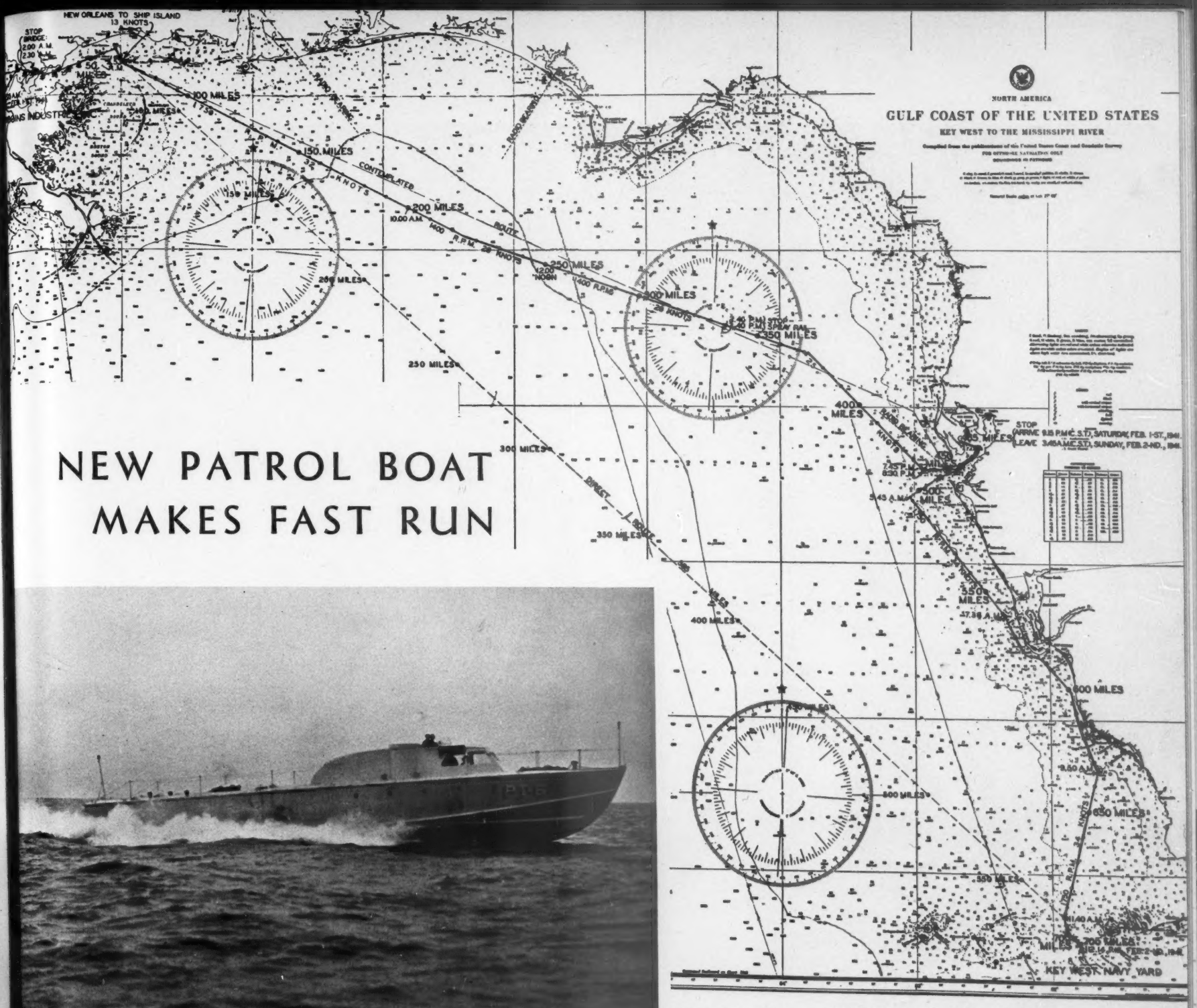
In the course of this night, a romantically clear, star-studded, frigid but otherwise tropical night, one of the boys of *Windigo's* fresh water crew stood aft and watched the phosphorescence in the water. Phosphorus is one of the few things they don't have on Lake Michigan and he admired it for several minutes, listing it among the ineffable blessings of salt water racing, likening it to a white sail billowing under water. Next morning, when the wind hauled from northwest to northeast, necessitating a jibe to the port tack, *Windigo's* offset propeller came closer to the surface and her flabbergasted crew discovered that there actually was a white sail billowing under water. About a thousand square feet of the ex-spinnaker, dragging from the propeller. They luffed up and, with boathooks and handy billies, finally got the sail aboard. Edgard, observing the maneuver but unaware of its significance, shouted with unremitting fervor: "We gain on the errors of our competitors!"

So far as that goes, we handed our competitors a sizable advantage. I happened to be asleep at the time but I understand that, as the wind slackened in the middle watch, we set our own enormous parachute. Hardly was it up before the wind hauled and the order came to jibe ship. It would

(Continued on page 106)

NEW PATROL BOAT MAKES FAST RUN

F. A. McDaniels



Track chart of the run of "PT-6" from New Orleans to Key West and, left, the boat herself reeling off the knots

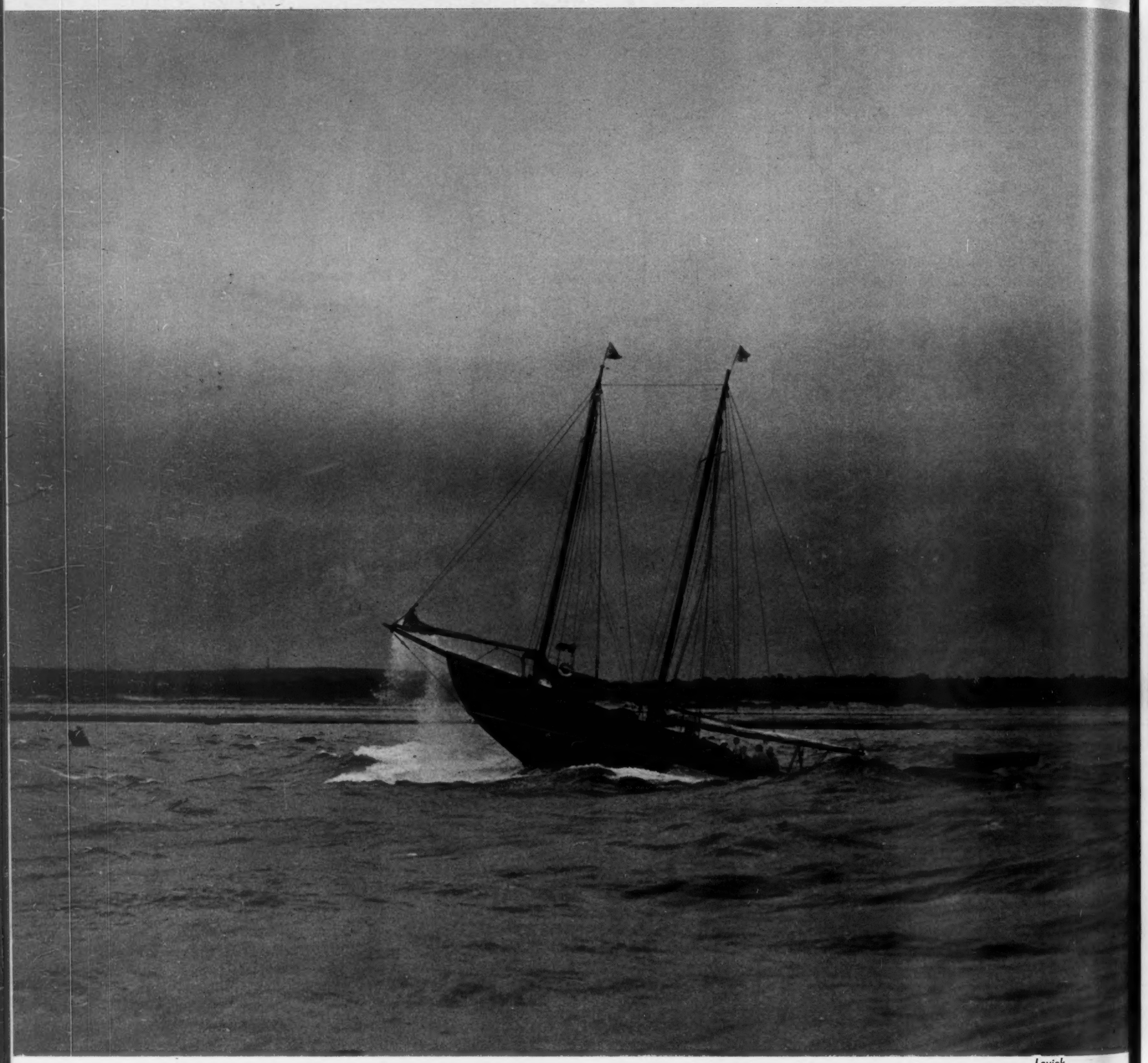
THE first American-designed 81-foot motor torpedo boat to be delivered to the United States Navy is *PT-6*, designed and built by Higgins Industries, Inc., of New Orleans. Boats of the "Mosquito Fleet" now in service include some of the 59-foot boats designed by Americans and several of the British designed Scott-Paine 70-footers.

The new *PT-6* is an 81-footer of ample beam, powered with three Packard motors rated at 1350 horse power but supercharged to deliver something more than 1400 horse power. The ship's company consists of a lieutenant, in command, a radio operator and eight enlisted men, on deck and in the engine room.

At full power, the boat is capable of making a speed of close to 50 knots. The trip from the builders' yard in New Orleans to the Navy Yard in Key West was, however, made at much lower pace, the revolutions being kept at 1750 per minute for a large part of the time and as low as 1400 for much of the first day. The boat could undoubtedly have made the run direct but, as it was the first long trip of a boat of the type, a call was made at St. Petersburg, some 465 miles from the start, where additional fuel was put aboard and all hands had a night in.

Fresh winds and rough water were met off the Florida coast but the boat was comfortable and maintained a cruising speed of about 34 knots. She is described as being easy in the sea that was met, not a single egg yolk being broken of the three dozen fried "with the sunny side up" for breakfast for the hungry crew of twelve. Some radio bearings were taken by shore stations (*PT-6* having no radio direction finder) and Egmont Key Light was picked up "right on the nose" and at the scheduled time. An equally good landfall was made at Key West. She arrived there, however, six minutes behind the schedule made before leaving New Orleans. But that's pretty close after a 700-mile run across the open Gulf! The total elapsed time for the run from the builders' yard in New Orleans to the Navy Yard in Key West was reported as 36 hours 06 minutes, including the stop at St. Petersburg. The first sixty miles or so, from New Orleans to Ship Island, was made at 13 knots.

On board were a dozen persons, from the builders' organization and from the naval crew assigned to the ship.



Levick

Tough going! The schooner "Amberjack" lifts to a big one off the entrance to the Cape Cod Canal. On opposite page, Robert W. Johnson's "Good News" thrashes her way out across the Gulf Stream on the way to Nassau

Rosenfeld

Wayne Buxton

This Norwegian barkentine, the "Jaffua," was at anchor in Apalachicola, Florida, in 1901, when a hurricane struck and was completely dismasted. Since her masts fell aft instead of over the side, they were probably cut away in hopes that her anchors would hold her

ENOUGH IS TOO MUCH!

"Selga" Capsizes in the Bay of Biscay

By FRED REBELL

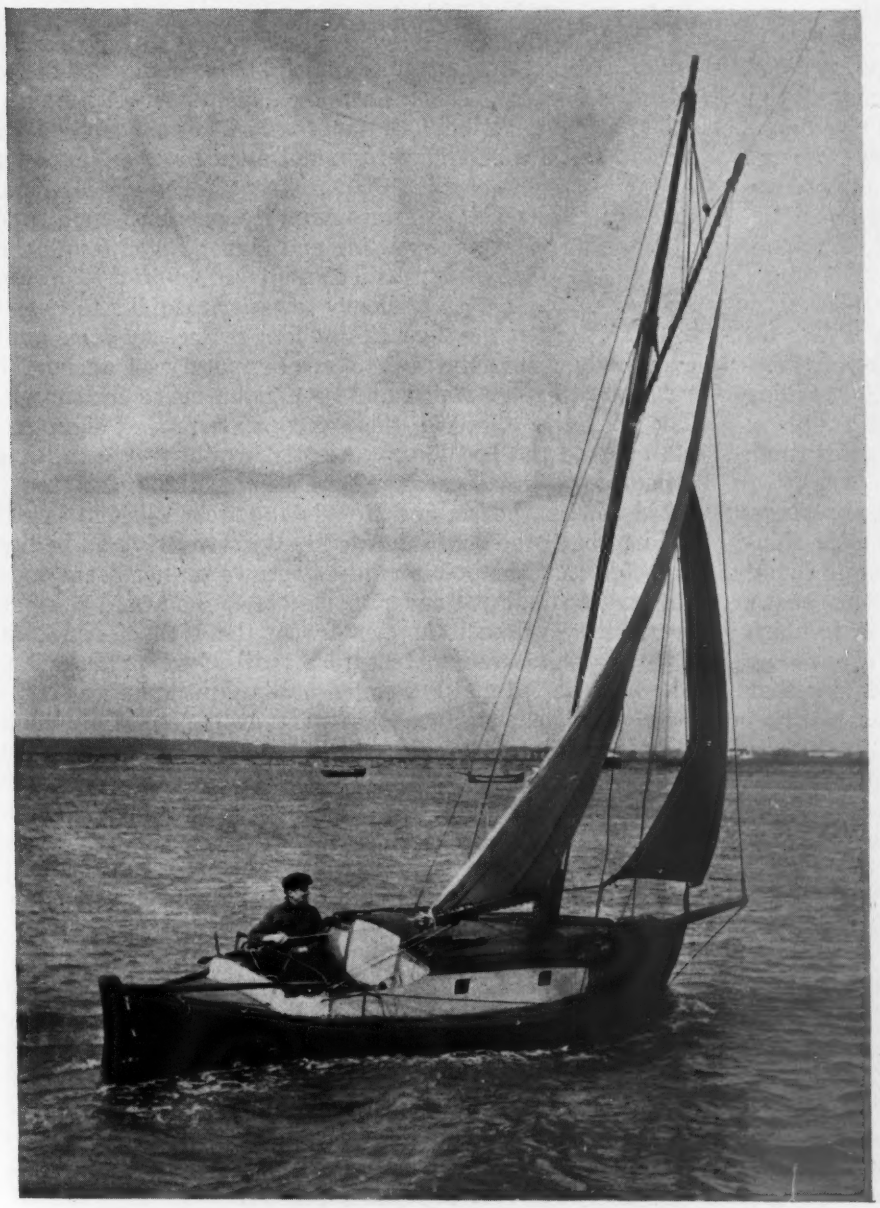
NOTE: Readers of "Yachting" will remember an article which appeared in the May and June issues of 1933 by Fred Rebell who, in the 18-foot sloop "Elaine," crossed the Pacific single-handed from Australia to California, taking a year and a week for the 8000-mile passage [Ed.]

IN the year 1936, I paid a visit to my parents in Latvia but I had not been there a year before the wanderlust had me in its grip again and I longed to be back in sunny Australia. But the Latvian government, inconveniently, had just gone off the gold standard, sweeping away, thereby, some 40 per cent of my hard-earned savings, so that I had not enough cash to pay my return fare. Being too proud to ask help of anyone, the conviction forced itself on me that, if I was to see Australia again, I would have to sail the intervening twenty thousand miles in a small boat of my own.

So, for $10.00, I bought a second-hand 21-foot double-ended fishing boat, the *Selga*. I decked her in and built a cabin amidships, also a cockpit. I fitted her out with a sloop rig and cast half a ton of reënforced concrete onto her keel. I provisioned her as I had the *Elaine* and, on August 10th, 1937, I left the Latvian port of Liepaja in her and sailed down the Baltic Sea.

The weather then was quite summery and my progress was slow. I even saw a waterspout there, a most unusual occurrence in these northerly latitudes. But, within thirteen days, I had made Kiel without mishap and obtained permission to sail through the Kiel Canal. This is a remarkable waterway, electrically lighted, like a street, for its full length. As tacking is not permitted, and the wind was mostly contrary, it took me fully a month to negotiate the 60 miles

The author bought the "Selga" as an open fishing boat for $10.00, fitted her out with a deck and cabin, as shown below, and set sail from Latvia for Australia, 20,000 miles away



of the canal. However, I did not mind the delay and enjoyed a few excursions inland until the police stopped me on the suspicion that I might be a spy.

The canal ends at Brunsbüttel and here the *Selga* entered the muddy Elbe. The five-knot tidal current carried me so quickly downstream that I quite inadvertently slipped past Cuxhaven, where I should have halted to get my customs clearance. Not that it mattered much, for the amount of bullion (a prohibited export) that I carried aboard my ship was quite negligible.

Once out in the North Sea, I ran into some quite sharp northerly blows. With the wind abeam, the seas tried their hardest to capsize my boat and actually had her on her beam ends several times. Nevertheless, she was making good progress. My chief difficulty was inability to obtain sights, owing to cloudy skies, so that I had to shape my

Neither the beaching nor a subsequent capsize could finish "Selga"

course entirely by dead reckoning. Sometimes, too, at night, it was rather disconcerting to hear ahead the dismal mooing of some whistling buoy, anchored off the Dutch Coast, and yet be none the wiser as to one's position, since I did not have proper charts of the course. But my luck, or seamanship, could not have been so bad, for, four days later (October 5th), I made a landfall near Lowestoft, England, barely ten miles out on my reckoning.

Again, the lack of an auxiliary and proper charts restrained me from calling there and I shaped my course for the Straits of Dover. But, what with sandbanks, a three-knot tidal current, and contrary blows, I found night sailing much too risky. So, in the evening, I anchored a couple of miles off the Suffolk coast, in ten fathoms. Feeling dog tired, I turned in.

At midnight, I woke to find the boat right in the breakers. With the tide ebbing fast, she was high and dry on the shingle within a few minutes. I examined the anchor and found that the stock had come out of the shank. So I tied my boat's mast to a convenient telegraph pole and turned in to finish my nap. But a passing coast guard patrol would give me no rest and wearied me with a lot of questions. He told me that I had come ashore just below Aldeburgh and that, if it had happened a few miles lower down, the boat would have been a total loss, and perhaps I would have lost my life, too.

As it was, the rudder had been broken and a couple of the bilge planks had been strained in this unexpected landing. So, willy nilly, I had to stay there until I had everything mended. The custom authorities would not give me a landing permit nor allow me to go up to London, but I found such congenial company in Aldeburgh that I stayed all through the winter. There I came in contact with a publisher, in consequence of which my story of crossing the Pacific in the *Elaine* is now in print. Under the title "Escape to the Sea," it is available, also, in the United States.

Early in April, 1938, I had the *Selga* shipshape again and was on my way once more. I must admit, however, that single-handed sailing in the English Channel is no joke, especially for a stranger in those waters. Sandbanks, fogs, calms, strong tidal currents and fitful blows compelled me to seek the shelter of Dover for a few days but, by April 15th, I had safely negotiated all dangers, had left the Scilly Isles behind and was making across the Bay of Biscay. No sooner had I lost sight of land than a strong following NE gale developed. For a day, I ran before it, spending much time at the tiller. The seas grew big and bigger, and I found the sharp stern of my boat rather an advantage in a following sea for she showed no tendency toward broaching to.

But sitting at the tiller all day long is a weary game and, eventually, I hove the boat to on a temporary sea anchor, or "Suffolk drogue," which had been given me in Aldeburgh. Though fairly effective, this contraption proved a bit too old and did not last long; presently, my boat was drifting broadside on to the seas. There being nothing else that I could do, I turned in and closed the hatch, "just in case."

I had built the boat's deck and cabin strongly and I fully expected that the boat would be thrown on her beam ends now and again, but I never thought that she would go right over. However, so it happened. On the 17th of April, at three in the afternoon, I heard a swirl of water alongside. The boat heeled and continued heeling until she was completely upside down. I was thrown sprawling out of my bunk onto the cabin roof; trunks, bedding, pots and pans landed beside me. Bilge water soon collected around me and more water was squeezing in through chinks in the hatch. Enough light was coming in through the submerged portlights to enable me to grasp my unenviable position. I thought it lucky that the glass in the ports had not been broken by some of the falling gear.

The boat remained in this position for fully twenty seconds and the water on the cabin roof had reached a depth of six inches when she slowly began to roll back. Within a few seconds, she was on an even keel once more. The pump rod had gone to the bottom of the sea in this capsize and I had to bail her out with a bucket. Then I stacked all the gear back in its place. I admit that I was pleased that comparatively little damage had been done.

(Continued on page 94)

"SO YOU'RE GOING TO BUY A BOAT!"

By

ELWYN TABBUTT

WANT to buy a cabin cruiser cheap? Well, lots of people have done it and lots of people have enjoyed their purchases. There are fleets of boats for sale and crews who are going to buy them, but we are prompted to write this article by observing the men who go down to the sea in "baskets" — baskets they have bought from some unscrupulous trader who thinks that anything that will stay afloat at a mooring is good enough for a "summer man."

We're going to attempt to tell you "summer men" how to find out whether you're buying a basket or a "pride and joy." Possibly, we shall seem to be satisfied with nothing less than perfection. You can't get it in an old boat but, at least, you shouldn't pay for it. There are many excellent buys in old boats and they should not be permitted to have their light hidden under a multitude of baskets.

There are several qualities you are looking for in a boat; seaworthiness, speed, appearance, economy, accommodations, soundness, etc., and the only one of these that need not be sacrificed in part to obtain any of the other desirable qualities is soundness.

A boat should be inspected hauled out as well as when she's afloat. Look her over outside and in, paying particular attention to places where any weaknesses are likely to show

When buying a boat, remember that almost any boat can go out, but what you're interested in is coming back. Old Neptune is some relation to Rube Goldberg, only he can think up more complicated inventions to thwart you. Bear in mind the function of everything and its relation to it. Assume the worst conditions in judging its efficiency.

As to freeboard, in a properly designed boat, high freeboard doesn't add much to seaworthiness. Also, if you have a lot of freeboard, the wind is going to blow you all over the bay. As for the shape of the hull, volumes could be and have been written. If you get a chance to try out the boat, don't be satisfied with pushing her to windward and watching the water fly. If she goes to windward well, knock her off and try her to leeward and keep your fingers crossed. As for speed, each boat has her natural gait, even if it be but a natural drift. When you try to drive one faster than this, you're losing money.

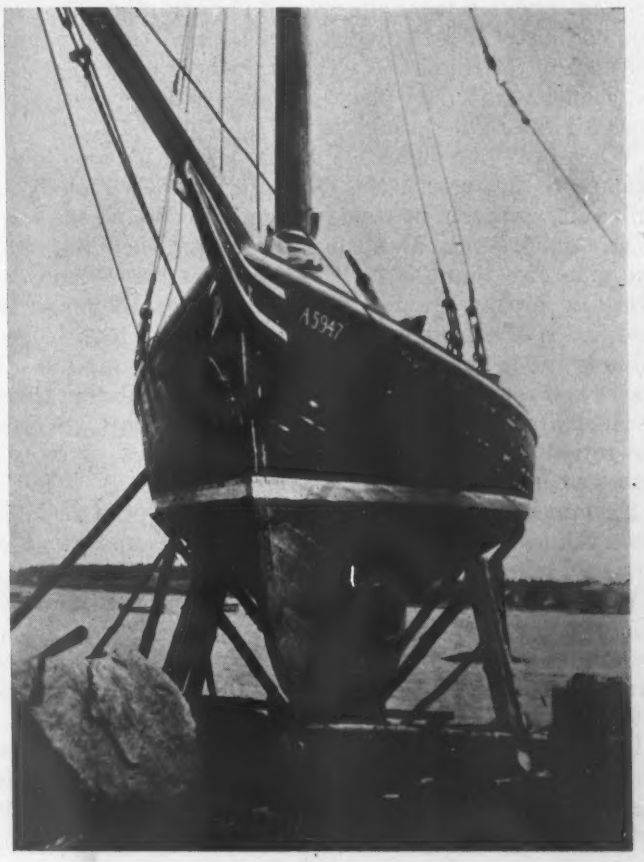
In considering construction, there are caulked seams, lapstrake, battened seams, strip boats and boats moulded of one piece. When a lapstrake boat becomes old and begins to leak, it's almost impossible to make her tight. If you run her ashore and stave a hole in her, it's going to be more of a job to fix than if she were caulked. However, there are many lapstrake boats in service, and many boatmen of wide experience swear by them.

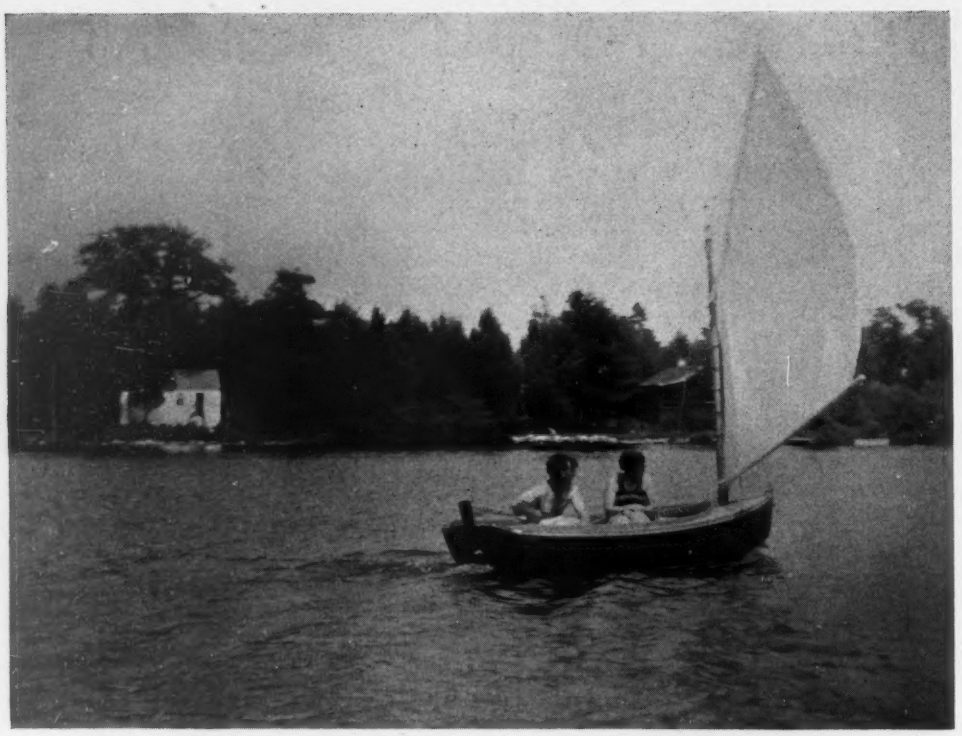
Find out who built the boat you are looking at and inquire into the builder's reputation. You can judge him quite accurately yourself by looking the boat over for workmanship. Sight along the seams. All of them should be fair, with no "quick" places. These quick places are likely to occur at the butts. Look at knees, breasthooks, etc., to see if they were designed carefully and used where necessary. See if the planking seams are uniform in size and tight on the inside. Notice whether the frames are evenly spaced and whether they are at right angles to the keel.

A boat with the deck laid with narrow plank is worth more and looks better than one laid with wide plank, all things being equal. Planks are bound to shrink and swell and the caulking will be required to take up the slack. If this shrinkage is divided up into many seams, each seam will be less likely to leak. From one standpoint, the deck is the most important part of a boat; it is through the deck that fresh water gets in, runs down the timbers until it brings up, then lies there and rots things.

See that there are substantial rails with adequate scuppers. You may want to lay a screwdriver on deck and you don't want it to roll overboard. See that there are good substantial guards at the top strake and also on the bilge if it projects beyond the upper guard. There should be half round iron or brass on the stem to protect it against bumps.

Don't judge a boat by the price. The price is sometimes determined by the trade catered to. It costs money to build a good boat and the good builder can build more cheaply than anybody else, if you consider the actual value





See how a sail boat behaves running free as well as on the wind

of the boat. We know a brand new sloop that languishes in a boat shop because she's built too well. Her builder can't afford to sell her for the price asked by some other builders of less substantial boats of the same design, yet he wants but 2 per cent more.

The main thing to look for in an old boat, once you're satisfied that she is able, moderately fast, comfortable and fills your other requirements, is rotten wood and almost no old boat is without it. Don't let a flashy paint job fool you; there's no strength in paint. Rotten wood is caused by fresh water, so look the deck over. If it appears not to have been kept tight, look deeper where water would bring up after going through the deck. Look at the frames at the floor of the cockpit. Shove a jackknife around various places and see if you can insert it for any distance. Look at the stem and at the ends of the frames. Try the keel where you can get at it. Be suspicious of a dark place on a piece of oak. Often you can push a knife right through it.

When heavy fastening is put into a keel, it tends to split. Make sure that your keel is not split. The only remedy for a split keel, sternpost or stem is a new one. Watch the frames at any quick bends. Don't buy a boat and then find out, as one man did, that she had "rhubarb timbers." And don't overlook broken frames at points where they are bent sharply. If the boat is ceiled on the inside, look to see if there is an air strake at the top. Bear this in mind in other places and remember that where there is ventilation there is less likely to be rotten wood. If the boat has spars, see if they are rotted under eyebands, around the deck or in other places where they have been covered.

Examine the stem where it projects above the deck. The wood will necessarily be end grain which laps up water like a sponge. Make sure this has been kept painted.

When looking around inside, look for any wearing effects of loose ballast. We once heard of an old fisherman who had a round stone in the bottom of his boat. It rolled back and forth, he got used to it and the first thing he knew it dropped out through.

If there's any sheet lead tacked around over the hull, look under it. There may be a source of trouble there. It is frequently put on to protect a plug covering some heavy fastening which must come partly through the plank, but there should be a wooden plug under it.

Check the planking outside for damage by ice. It doesn't take long to cut a boat through in shell ice, and you may have some rather thin plank forward if the boat has been pushed through the ice. Also, don't overlook the possibility of the boat's having been in a minor collision. A plank or the stem may be cracked, or there may be other damage, not immediately serious but a potential source of trouble.

If you could buy a boat with no paint on her, it would be swell. Paint covers a multitude of sins. We sold a double-ender to an old-timer once. The boys had been clamming in her, the paint was all worn off and she looked bad, but he said: "I'd ruther see her that way; I can see how she looks under the paint!"

Any protruding plank or butt should be investigated. Try it with a hammer and see if it is solid. You may find that the fastening is rusted off and the plank is held on by the grace of God and a little cotton. A boat should be smooth, and was smooth when she was new. If she isn't, it may indicate that some of the planks are started off. There should be an abundance of floor timbers, deep floors, or whatever you choose to call them. They should be at least as thick as the bent frames are wide and should be well fastened to the keel and the planking. They should be as long as possible and fit the space accurately. While you're looking at the floor timbers, see if there are adequate limbers in them to permit the bilge water to run to one place where it can be pumped out.

In a sail boat, be sure to see that the mast step is securely fastened to the keel. While you're up in the eyes of her, look at the fastening for the cleat or bitts to which you must make fast your mooring painter. They have been yanked out of some excellent boats! Also, investigate the fastening of a sail boat's chain plates or other means for holding the shrouds or stays. Remember how they hum in a breeze of wind and how slack the lee ones are and you'll look again.

If the boat has outside ballast, look at its fastening and remember the fellow who, bowling along with the wind abeam, suddenly lost his outside ballast. See that all travelers are well fastened A chap jibed a 36-foot Friendship sloop once and snatched the traveler right out of the deck.

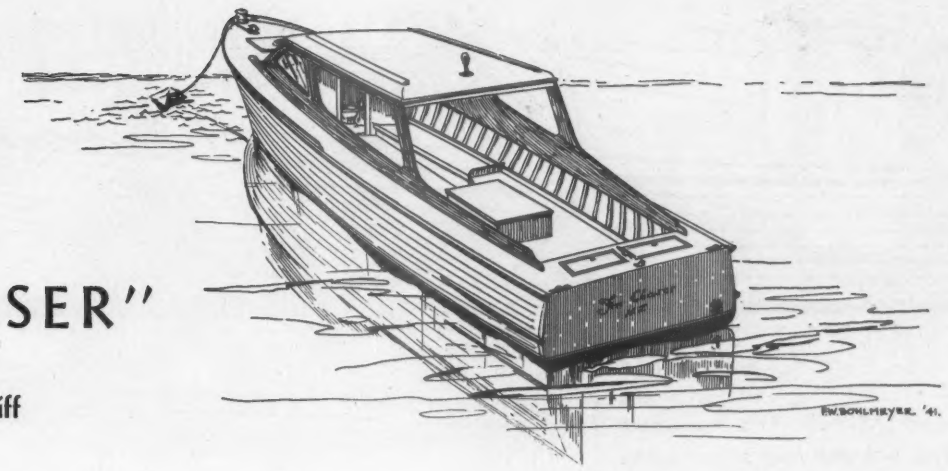
Remember that the ocean doesn't respect your faith in anything; it tests it for itself.

Caulking is an important part of a boat. The butts usually give out first. Try her butts with a knife to see if there is good hard cotton (or oakum) in them. Garboards often need to be caulked before the rest of the boat. You can tell by trying a knife blade in the seams. Investigate all seams, especially those that are hard to find and around bitts, hatches, deckhouses, etc.

If the waterway seam in the deck is larger than the rest, see if the deck beams have rotted, or something else has let go to allow the boat to spread out. Look for traces of water having frozen in the boat, thus starting planks.

Generally speaking, oakum should not be used in a small boat nor should cotton be used alone in a large boat. If the planks are more than 1½″ thick, there should be oakum on top of the cotton. To use oakum on planking less than 1½″ requires exceptional skill and the very best of material.

(Continued on page 101)

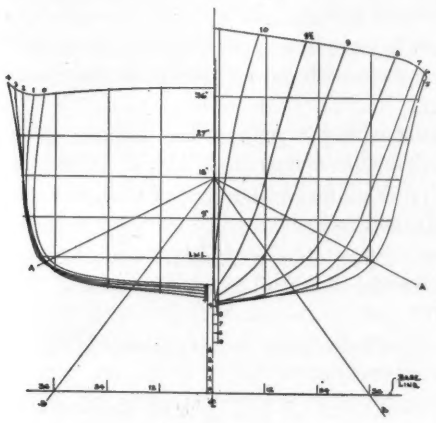


"FIN CHASER"

A Jersey Sea Skiff

ALL along the coast there are sportsmen looking for a boat in which to go offshore to the fishing grounds, a boat fast enough to make the trip out and back in a hurry and able enough to take care of herself when the going gets tough. She must be of comparatively light draft to be able to run in and out through shallow inlets or to poke around in the shoal waters inside. For such service, the Jersey sea skiff, developed over a number of years of experiment, has long been popular.

YACHTING asked F. W. Bohlmeyer, who has had considerable experience with the type, to design a sea skiff which would appeal to the sport fisherman and also be suitable for making fast day's runs and for short cruises. The result is *Fin Chaser*, presented herewith. She is of the following dimensions: Length over all, 25′ 11″; length on the water line, 24′ 8½″; beam, 8′ 0″; draft, to bottom of skeg, 2′ 6″. She is planked lapstrake, in the conventional sea skiff manner, and is provided with a light shelter cabin fitted with a couple of bunks and a toilet.

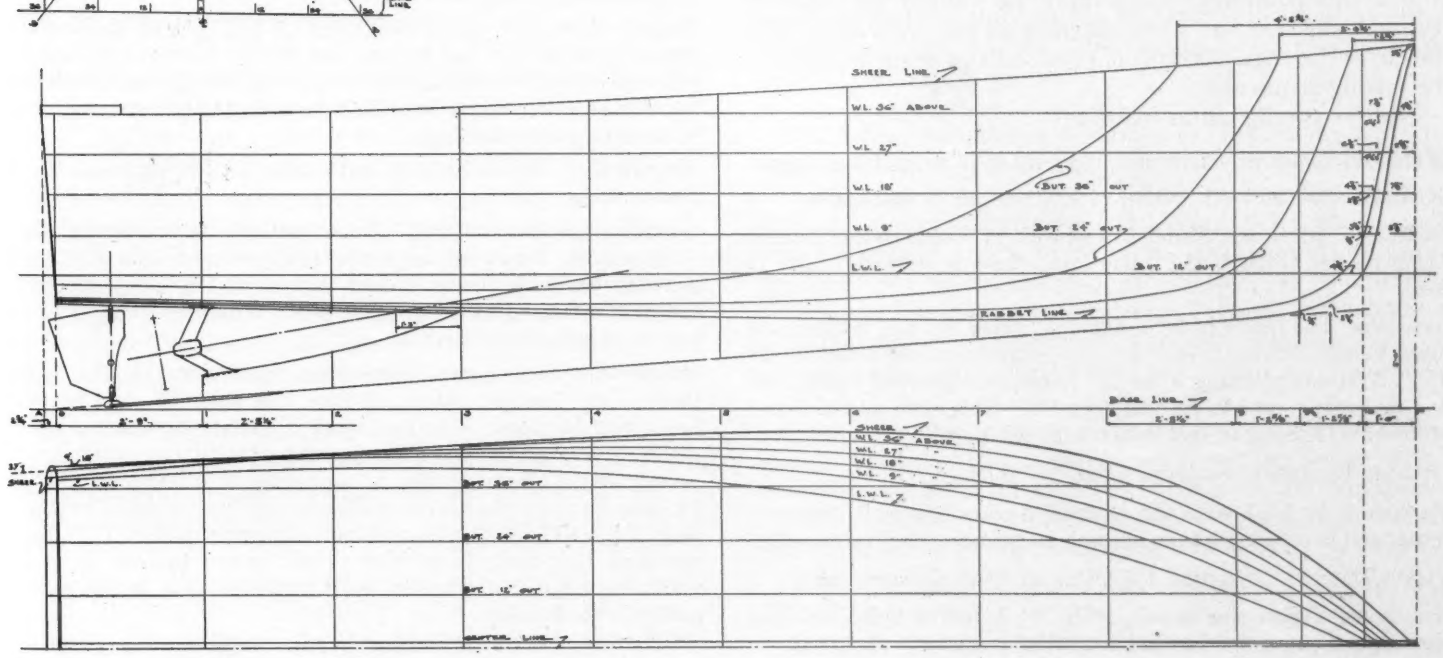


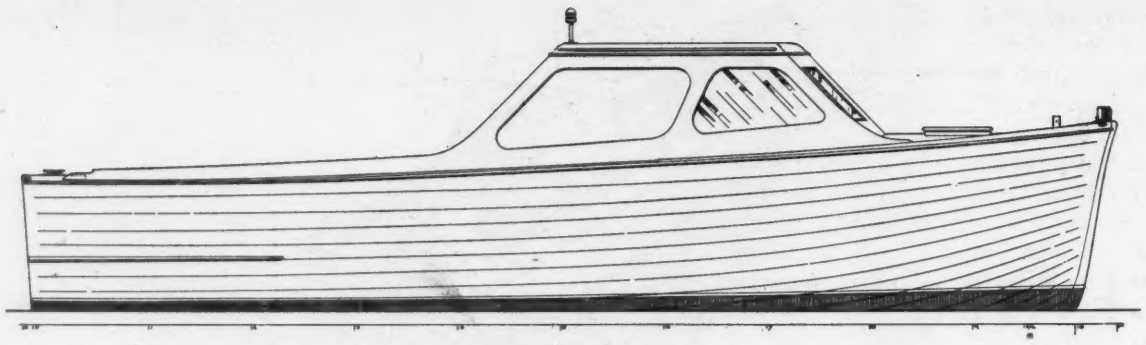
Sheer, half breadth and body plans of the sea skiff "Fin Chaser," an able boat designed for the sport fisherman

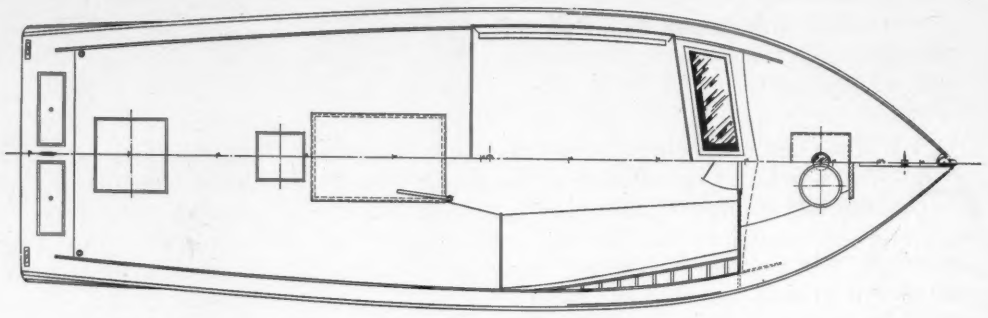
Several of the type and size have been built, both by professionals and amateurs, at a moderate price. Frankly, a lapstrake boat is a bit difficult for the amateur's first building job but is not too hard for a man who has built a boat or two before. Some amateurs object to a round bottom boat since moulds must be made and then discarded but second-hand lumber is good enough for moulds and their total cost will be little. Others may balk at the lapstrake planking, which means a good deal of work riveting all the fastenings; this is a task which, with reasonable care, may be accomplished without too much difficulty.

The lines must be laid down full size and faired carefully, a fussy and time consuming job but a necessary one which will save much headache later. Moulds are made for Stations 9½, 9, 8, 7, 5, 3 and 1. Keel, keel batten, stem and stem knee are shaped and fastened together and erected on the stocks, then the moulds are placed and carefully squared and plumbed, being braced to the floor or to the rafters overhead. The positions of the frames are marked on the keel batten and then the transom is made and set up. Then planking is begun, a strake for each side being made and placed and fastened to the strake below it. The frame fastenings in the planking laps are omitted until the frames are bent in. Plank fastenings are spaced not over 3″ center to center.

The thing to remember about lapstrake planking is that the upper edge of each strake is planed off a bit to allow the







The outboard profile shows the appearance of the boat with her neat shelter cabin. Right, the plan view shows the roomy cockpit, which will accommodate a good sized party for day's runs, and the seats in the shelter cabin which will form bunks for short cruises. A couple of cots may also be placed in the cockpit when occasion requires

next strake to fit with a lap an inch wide. At the ends, this flat for the lap becomes a rabbet for the last 15 or 18 inches so that the planks may fit against the stem or transom. This sounds more complicated than it is in fact.

The forward end of the garboard strake may need to be steamed as it has quite a twist but the rest of the planking should go on with little trouble, there being no hard bend except at the extreme forward end. They should all bend in "cold" as they are not too wide and have not much twist. Divide the girth of the moulds into thirteen or fourteen parts and mark the moulds; these will indicate the plank edges.

Waterproof plywood is used in the transom which is made of ¼″ plywood with ½″ mahogany or cedar outside, all screw fastened. The shelter top is ¼″ plywood, canvas covered, the beams for this being sawn from four-layer plywood. The cockpit floor is ¼″ plywood with ½″ pine on top of it. The bulkhead between shelter and toilet is framed of ¾″ by 1″ members forming 12″ squares with ¼″ plywood on each side, a solid construction. The seats and seat fronts extending aft from this bulkhead, added to the twin keelsons running aft from the engine, form girders which, with the plywood in the cockpit floor, stiffen the hull so that it will stand the pounding which may be caused by running through the seas met when entering an inlet in a blow. The box over the engine is built of plywood and so mounted as to be readily removable.

Outline specifications follow:

KEEL. White oak or yellow pine, moulded 2½″ and sided as shown.

KEEL BATTEN. 2″ by 6″ yellow pine, white oak or mahogany.

STEM. 2½″ white oak. Fasten to keel with ⅜″ bolts, no less than six being worked through 2½″ stem knee, three in stem and three in keel.

TRANSOM. The frame to be of oak 1½″ thick, on top, bottom and sides. Center stiffener to be 6″ by 1½″, intermediate stiffeners, 3″ by 1½″. Transom planking to be ¼″ waterproof plywood inside with ½″ mahogany outside. An oak knee 1¼″ thick each side of center stiffener is fastened to keel batten with ¼″ bolts.

OUTSIDE PLANKING. Southern cedar, ⅝″ thick.

FRAMES. 1″ by 1¼″ white oak, of straight grain. Spaced 9″ center to center and in one length from gunwale to gunwale wherever possible.

FLOOR TIMBERS. Of spruce, 1½″. One on every alternate frame.

KEELSONS. Yellow pine or oak, 2″ by 6″, bolted or spiked to floor timbers and run as far forward and aft as possible.

MAIN CLAMP. 1½″ by 4″ yellow pine, well spiked and through bolted with ¼″ bolt every third frame.

BILGE CLAMP. Spruce, 1¼″ by 4″, tapered slightly at ends.

HOGGING CLAMP. Spruce, 2″ by 3″, sprung in from top of bilge clamp at transom to under side of main clamp amidships and down forward as far as bilge clamp will allow.

ENGINE BEDS. Of oak, 2½″ or 2¾″, shaped to suit and bolted to floor timbers and keelsons.

COVERING BOARD. Mahogany or white oak, ¾″.

DECK. White pine, tongued and grooved, ¾″.

DECK BEAMS. Forward deck to have beams of oak, 1″ by 2″ with 3″ crown. Hatch, 20″ by 20″, framed with same material. Beams spaced 7″ center to center.

COCKPIT. Floor, ¼″ plywood with ½″ pine on top. Beams, 1″ by 2½″, 8″ center to center. Spiked to risings of ⅞″ by 2″ spruce.

GUARDS. Oak, shaped out of 2″ material and capped with ¾″ galvanized iron half oval fender moulding.

BULKHEADS. Framing, ¾″ by 1″ members making 12″ squares, with ¼″ plywood on each side. Partial bulkhead forward to have 2″ oak cap with rounded edges.

MONKEY RAILS. Of 1″ oak or mahogany tapered as shown, with brass or galvanized chocks fitted forward and aft.

BREAST HOOK and QUARTER KNEES. Of 1½″ oak or hackmatack. Breast hook to have legs 9″ long and to bolt to stem with one ⅝″ galvanized iron bolt and to main clamp with two ¼″ bolts each side. Quarter knees to have 6″ legs and to be bolted to transom and clamp with two bolts in each leg.

ENGINE BOX. To be built to suit motor, of ½″ plywood. To be readily removable.

SHELTER. Lower member of ¾″ mahogany, to form coaming which follows sheer. Top, which is parallel to the water line, is of ¼″ plywood covered with canvas. Beams of plywood 1¾″ deep, spaced 8″ center to center. Headroom to be 6′ 0″. Windshield hinged at the top, to swing out and up.

HARDWARE. Fender mouldings; stem band; bow chocks; riding lights; stem flag pole; stern flag pole with light; 9″ cleat between hatch and stemhead (sampson post if preferred); dome light in shelter and toilet; one complete marine toilet; 24″ brass steerer with no less than 4″ drum or tiller at engine box to suit; rudder, 14″ by 14″ brass; rudder stock with stuffing box; propeller shaft, strut and skeg. Use a 10″ or 12″ tiller quadrant. Scuppers to be of 1½″ diameter lead. Bait tanks to be built to suit owner, to drain outboard within boot top. Patent metal shaft log to be used, set on canvas gasket in thick paint.

(Continued on page 101)

UNDER THE LEE OF THE LONGBOAT

By "SPUN YARN"

THERE'S a little book published by the Department of Commerce entitled "Practical Air Navigation." And it is practical. The section which deals with the astronomical triangle leads off with these hokum-shattering statements: "It is not essential that pilots understand, or even read, this section on the astronomical triangle. It is presented here for the benefit of those who wish to know the mathematical principles involved in computing the line of position, but the explanation printed elsewhere in this text is sufficient for practical purposes." It's no more than a restatement of the old unorthodox idea that it's better to learn *how* than to find out *why;* but it refreshes me to see the philosophy expounded with official sanction.

A Clipper captain in Pan American Airways disclosed to me what might be called a "lag" in a bubble octant, which error, resulting from the fast forward motion of a plane, precludes the possibility of determining when the octant is precisely horizontal and so introduces an error in observed altitudes. I told the Clipper captain of articles I had read about the superb accuracy of avigation — several stars crossed to the dot of a pencil — and we had a hearty laugh. Seems we had both suspected somebody of fudging his D.R. to make the sights come true.

The Clipper skipper then asked me what degree of error I expect in navigating a small sail boat and I told him that if everything were going well I was satisfied with a spread of three or four miles between D.R. and a celestial fix, and that after an all-night passage I wasn't surprised if my morning sights were 15 miles from D.R. I asked him if a 15-mile intercept was excessive in aerial navigation (the books mention a five-mile tolerance) and he laughed. Told me he could fly a plane 1000 miles as accurately by D.R. as by celestial navigation. Needless to say, hundreds of thousands of flying miles are back of his ability to guess the position of his plane.

All winter long I've been teaching the Ageton method of computing altitudes and in the St. Pete-Habana race it sure was a relief to be my old-fashioned self and revert to the quicker cosine-haversine formula. You can take your H.O. 211 and enter the tables ten or a dozen times and I'll enter two tables in Bowditch six times and wind up with an additional entry in the red azimuth book. And I'll have my azimuth and altitude difference plotted on the chart while you're still chasing backward and forward through 211. . . . All right, then, it's a bet.

Although I'm the feller that nobody ever tells anything to, I heard a good one about a couple of passengers who were aboard the S.S. *Manhattan* when "one of those things" happened to her at Palm Beach. Seems that they, with bags and baggage, were landed safely on the beach and that the stewards were most solicitous about seeing them to wherever they wanted to go by car, train, plane, or bus. "It's O.K.," said this unruffled couple. "Just carry the bags up to the nearest house. Your obliging captain has brought us to our own front door and we'll stop a while in home sweet home."

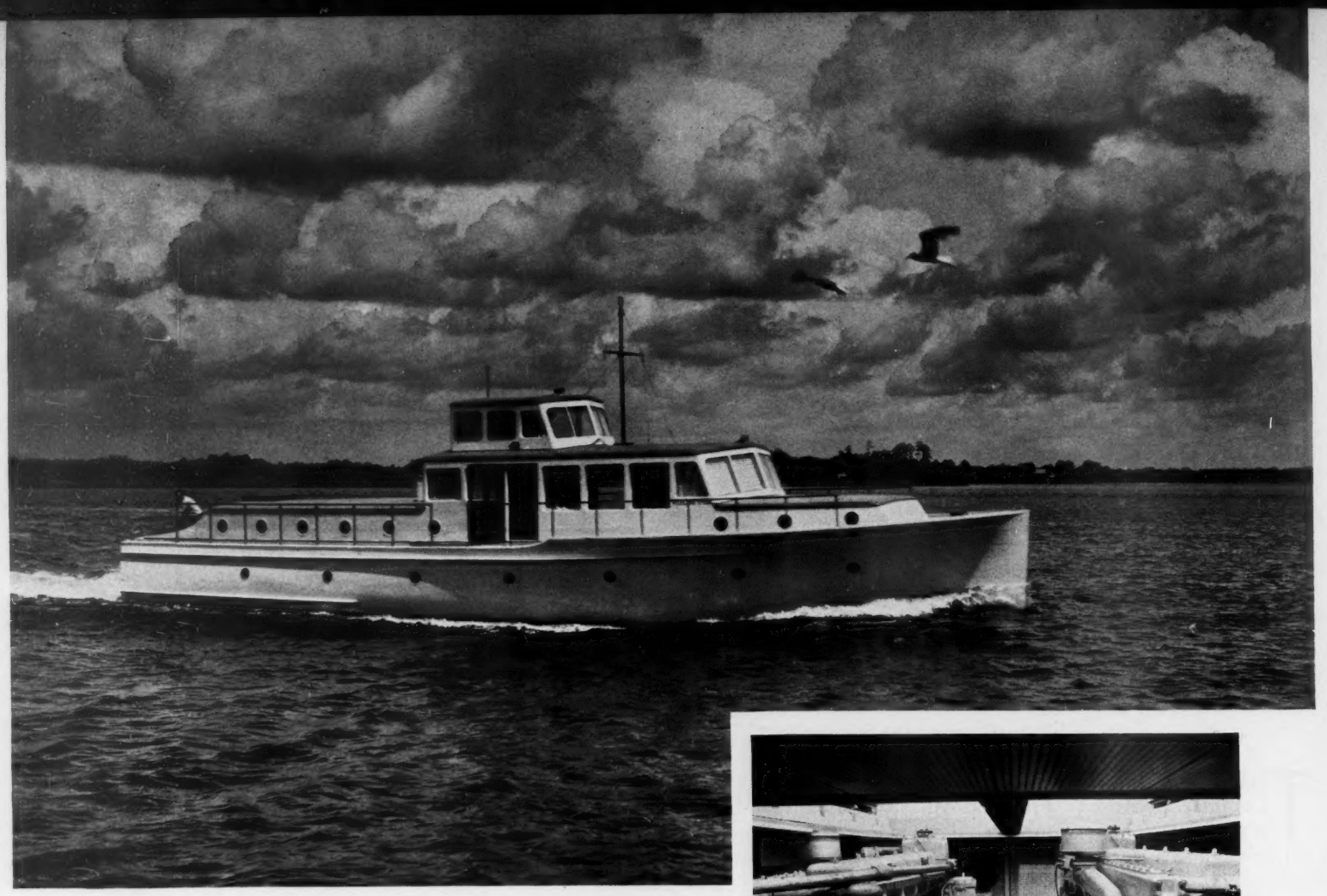
The aged ex-crew of the schooner *Brilliant* weren't as numerously represented in the Florida ocean racing this winter as in other years, but it is worthy of note that one of them finished first in *Escapade* in the Miami-Nassau race, and that two of them finished first and second in *Good News* and *Gulf Stream* in the St. Pete-Habana event. Having served their time in the non-racer *Brilliant,** the old codgers sure have a liking for the fast boats. Graham Biglow, another *Brilliant* graduate, would have been aboard *Stormy Weather* when she finished third in the Habana jaunt if Bill Labrot hadn't considered it more important to take a photographer in his stead. *Vive le sport!*

Bob Johnson did quite a service to Gulf racing when he suggested last year that this year's race be held under the Cruising Club rule. If the St. Petersburgians had stuck to their old measurement rule, Bob's *Good News* would again have walked away with all the prizes. As it turned out, under the scientific rule she lost first prize to the centerboard yawl *Gulf Stream* by quite a tardy margin. Thereby, in the opinion of many experts, the last word in ocean racers kept the St. Pete-Habana race from exploding into a thousand fragments.

I don't know whether you read about the schooner *Bagheera,* owned by Ray Boggess, of Houston, Texas, which went slightly adrift in the Gulf of Mexico last November. She's the one that was abandoned by her party, all of whom reached home safely by walking or otherwise. The schooner

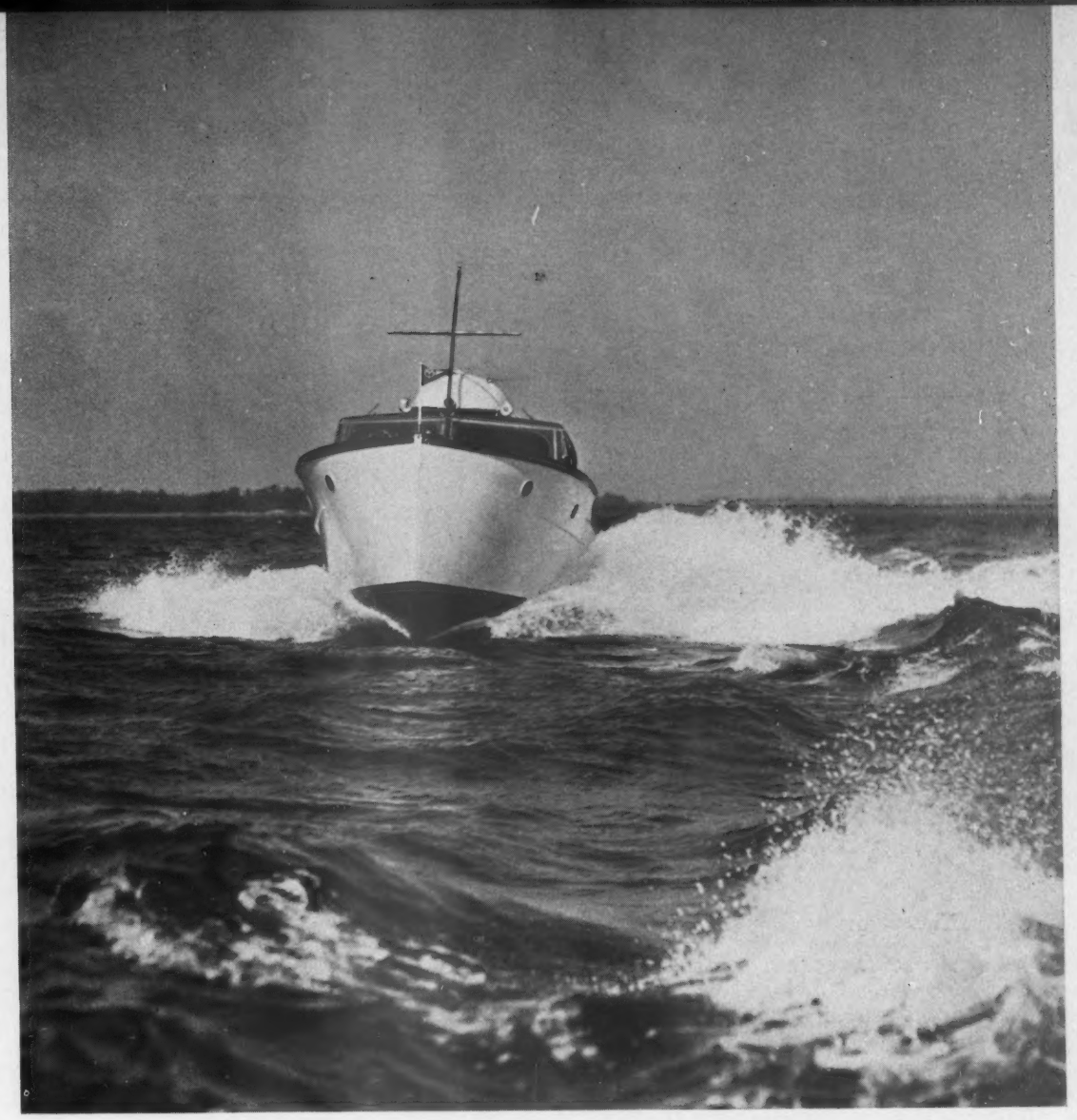
* *Brilliant* set records in 1933 of 1078 miles in five consecutive days; 1976 miles in ten consecutive days.

(Continued on page 96)



"Sportsman," built in Biloxi, Miss., for J. P. Burrus, of Dallas, Texas, is a 65-footer of 16' beam and 5' draft. Two Caterpillar D 1300 Diesels of 100 hp. each drive Hyde propellers through 2:1 Twin Disc reduction gears and give a cruising speed of 13 m.p.h. At the right is the engine room of "Sportsman." Below, another boat hailing from Texas is "Maryann," a 25' Chris-Craft owned by D. F. Forbes, of Forth Worth. She is to be used on Eagle Mountain Lake.

APRIL, 1941

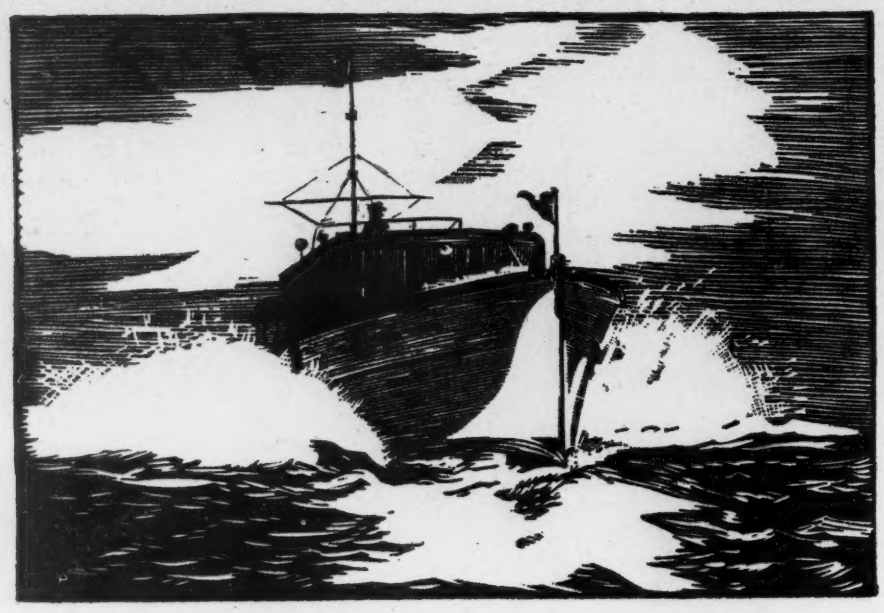


The 1941 Owens De Luxe Sedan is 30' 6" in length over all, 10' 4" beam and 2' 3" draft. The standard power plant is either one or two Chrysler 6-cylinder motors, giving a speed range of 15 to 25 miles per hour.

From the West Coast comes "Valaron," owned by Dr. B. E. Drake, of Tacoma. She was designed by Edwin Monk and built by the Grandy Boat Co., of Seattle. She is 30' 0" in length over all, 9' 6" beam and 3' 0" draft. A 95 hp. Kermath Sea Prince, turning a 14" x 10" propeller, drives "Valaron" at a steady 14-mile pace.

WHAT'S NEW IN BOATS

Ray Krantz



You Can Always Go Outside

Editor, YACHTING:

▶I wonder how many thousands of boat lovers have been constantly irritated, as I have been, by the patronizing attitude of practically the entire yachting fraternity toward the lowly "puddle-jumper." This conscious, or unconscious, assumption of superiority by those yachting brethren who are dedicated to the blue horizons is understandable though, in my opinion, baseless. But, when you see the same lordly attitude displayed by the rocking-chair sailors, wish-I-had-a-boat-owners, and even those who are themselves puddle-jumpers, it seems high time that someone spoke in defense of this highly enjoyable sport.

As far as I can figure it out, the censure directed at the puddle-jumper by the self-styled deep water man is aimed at two major targets: 1, his boat; 2, her owner.

There are certain limitations to any craft that floats. A man buys — or builds — a boat which best exemplifies those qualities of the greatest value to him as an individual and which supplies, to the greatest possible extent, the characteristics desirable in the use to which the vessel will be put. In my own case (and since I can speak only for myself the word "I" will have to appear an embarrassing number of times), I would dearly love to have a 50- or 60-foot schooner or ketch, long-legged and able, and capable of taking me anywhere in the wide world. That is, I would love to have such a ship if she didn't have to draw more than four or five feet; could be handled easily by one or two people and had the comfortable living accommodations obtainable in a well-designed, enclosed bridge deck, power cruiser. Or I would love to have such a boat if my means permitted me to own *two* boats, one of which I would use as the opportunity presented itself.

In my humble opinion, your true deep water craft is comparatively unhandy for close work and, if she has the long straight keel she should have, she's slow in stays and you need lots of room to bring her about. Those same qualities are worth their weight in gold when you're a thousand miles offshore, but suppose you don't get off soundings — what then? A boat which does well the job for which she was intended and is mistress of the waters she will ply is a *good boat.* The modern power cruiser is one of the finest examples of the naval architect's art from the standpoint of *doing what she was meant to do.* The mere fact that she might provide you with an extremely uncomfortable Atlantic crossing has nothing to do with the case. Your long-legged ketch would supply an extremely anxious and uncomfortable cruise down the Inland Waterway. So what?

So much for the first target, the boat. But what about the vacuous individual who is so benighted as to buy a boat which won't sail to Tahiti? I'm one of them, so pardon me while I fan myself and then we'll take a look at this peculiar species.

Whenever I get on this subject, I'm always reminded of an incident that occurred when I bought *Punkin* in the spring of 1939. She was an old Matthews "38" and I bought her for a specific purpose — to go down the Mississippi, up the East Coast to New York and back to Chicago *via* the Trent Waterway and Georgian Bay. [Articles by Mr. Wamboldt on the *Punkin* and his experiences in her have appeared in the October, 1939, the May, 1940, and the July, 1940, issues of YACHTING.] The major part of my boating experience consisted of racing on Great South Bay as a youngster and skippering the 45-foot schooner for the Sea Scouts in Chicago, so my rather limited experience was almost exclusively in sail. About this same time, an acquaintance of mine purchased an old 37-foot yawl. He didn't haul out to inspect her and sailed blithely around Chicago, hurling friendly insults at me as a "stink pot" skipper. He had never owned a boat before, had no experience whatever and, when he finally hauled out in the fall, discovered that his keel was held on by *two rusty keel bolts.* Yet I was the butt of his jokes and he and his friends were considered to be a group of fairly salty fellows.

Now that incident was unimportant except as evidence of a rather widespread attitude and I must admit it represents an extreme case. But I should like to submit that the type of boat a man owns and the type of cruising he does are not conclusive evidence of his seamanship.

In the final analysis, the whole thing boils down to a question of personal tastes and personal likes and dislikes. I wouldn't dream of trying to convince a deep water cruising man that puddle-jumping was preferable, nor sneer at him because he didn't like being near the shore. I ask only that he accord me the same courtesy.

Frankly, here's the way I look at it. I love yachting, not as a sport but as a manner of living. The graciousness, the quiet beauty and peace associated with living on a boat for long periods of time is something which I have never been able to find under any other circumstances. But I'm no spring chicken and I like my comfort. I like a glassed and screened bridge deck, for instance, because I dislike being cold and wet any more than is absolutely necessary and I dislike swatting at bugs and mosquitoes.

Further, as even the most rabid deep water cruising man will tell you, one of the most enjoyable features of a cruise is the landfall. A new port, new places to see, even a new land if you're lucky enough to have the time. Well, that's swell; it's so swell that I like to have it happen to me every night while I'm cruising and during the day I like to be seeing new places and smelling new smells and hearing new sounds.

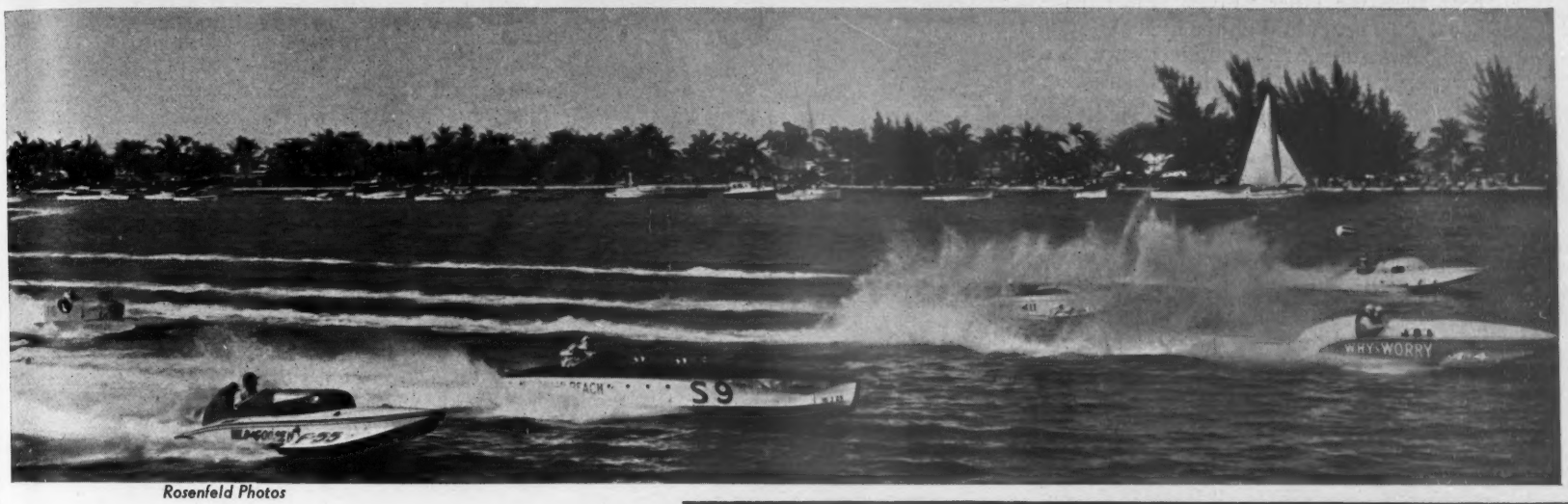
You can't do that on a real deep sea cruise. I find, on a given body of water, a marked similarity between one wave and another and (this is probably heresy) I get a little bored. If there is any difference in the waves, it is only that they get bigger and, if they get big enough, I quit being bored and get scared. I dislike both emotions.

As to the question of skill — well, ask anyone. Ask Warwick Tompkins, for instance, as to the relative degrees of skill involved in navigating alongshore and in navigating when the nearest land is hundreds of miles away. A mistake of ten or fifteen miles in position is seldom more than a minor irritation when you're at sea. There are spots in the Severn River, in Ontario, where being twice that many *inches* off your course may mean a long walk home. And, if you don't think it needs a bit of seamanship to take a boat down the Mississippi when it's in flood, I recommend that you experiment.

I love crossing Albermarle Sound or Delaware Bay or Long Island Sound when the weather's dirty. I love it because, if my boat is well found, I know I *could* be outside if I wanted to and that the boat and crew could take it. But I also know that if I *were* outside I might have trouble getting in. I might have to heave her to and lay there and take it for a day or a week. I get a great kick out of knowing that I *could* go out if I wanted to but that I don't want to and don't have to. You can always go outside but you can't always get in.

M. P. WAMBOLDT

Fort Worth, Texas



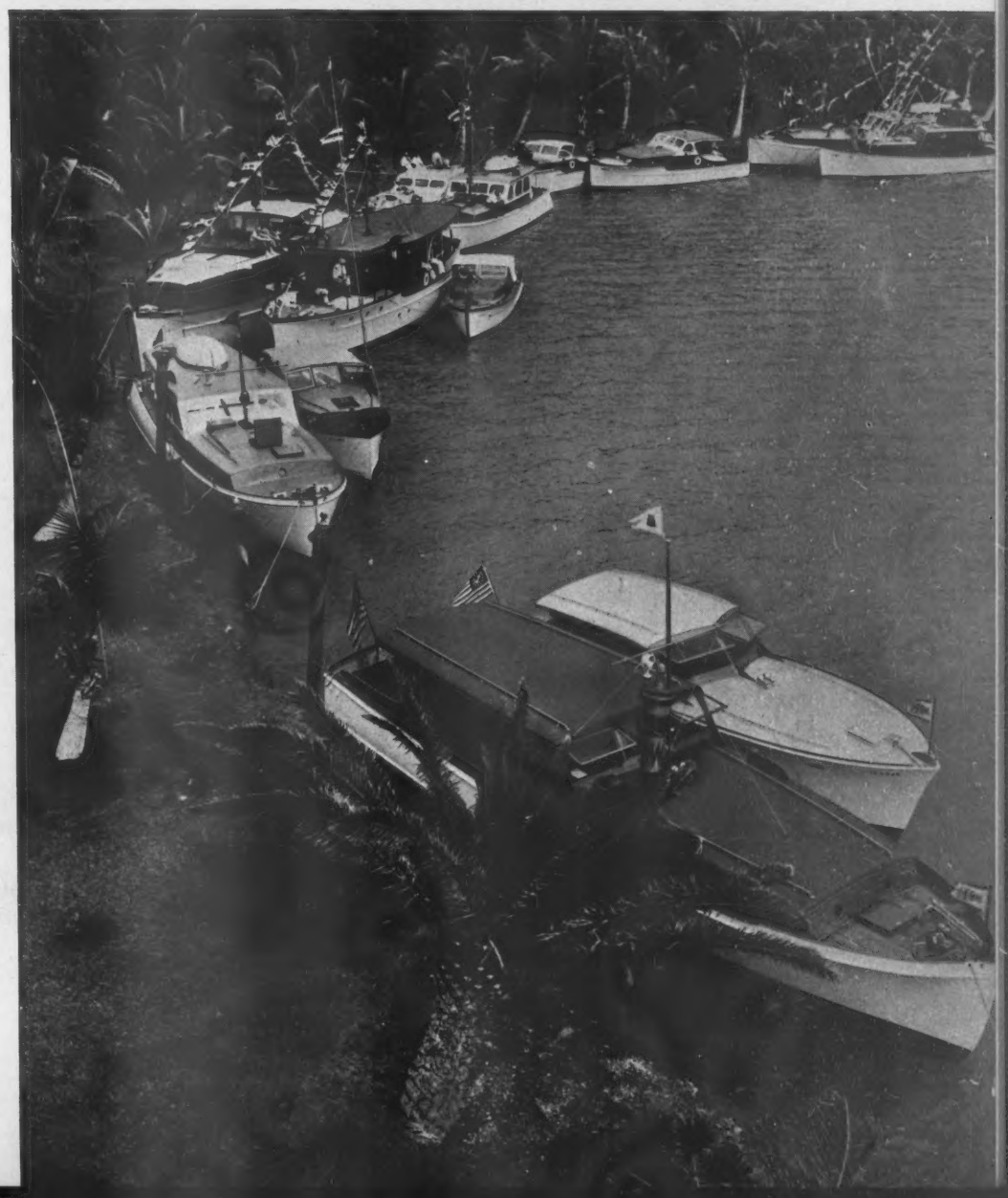
Rosenfeld Photos

WINTER RACING

IN FLORIDA

At the Biscayne Bay regatta at Miami (top), George Schrafft's "Chrissie IV" won in the 225-Cubic-inch Class. The race for the Judge Emil Auerbach Trophy (center), held in the past off Atlantic City on Memorial Day, was run this year at Miami, in three heats. Here we see a start, with a variety of racing craft. Thomas Glennon's "Wild Goose IV," from West Chester, Pa., a "225," won.

A predicted log race, in which 46 motor yachts took part, was run on February 28th, from the Municipal Dock, Miami, to Boca Chita Cay, 18 miles distant. Winner was Chester Cross' "Manana," finishing exactly on her predicted time. George Meade's "Seriola" was second, with error of 30 seconds, and Charles Criqui's "Silverheels" was third, 52 seconds late. Here are some of the fleet at Boca Chita Cay.



THE MONTH IN YACHTING

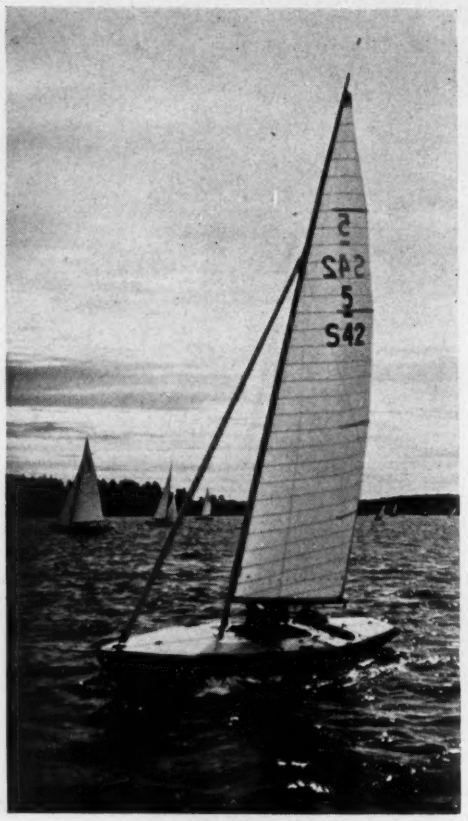
"Hazard," A New Five-Metre

▶ In the Scandinavian countries, the International Five-Metre has been adopted as *the* racing class instead of the more expensive Six-Metre Class. Sweden now has fifty excellent "Fives," all looking more or less like small copies of the "Sixes." Something quite different in the class appeared in 1940 when Knud H. Reimers brought out his new Five-Metre *Hazard*.

Hazard has a long water line, 6.2 metres against the usual 5.8 to 5.9 metres, and with a full afterbody, more like a dinghy. She has a long fin keel, 6″ wide and with 750 kg. of lead, and has showed herself to be a stiffer boat than the other "Fives" which have about 1250 kg. of lead on the keel.

She has a rig of 22 square metres, with a very stiff mast so that her rigging consists of only two rod stays and the preventer stay aft. The whole top is without rigging. The jibstay consists of a rotating plank with a groove for the luff of the jib. The sail is placed in a magazine, thus permitting a smart crew to change headsails in as little as 15 seconds. The rotating plank is streamlined and gives the jib an additional curve. The plank keeps the luff straight without pulling the halliard with winches and, therefore, no backstays are needed and the mast requires much less strength along its axis. With her single shroud at each side from the top of the fore triangle to the deck, the preventer stay from the top of the mast to the stern and the rotating "Reimer's jibstay," *Hazard's* rig can stand any kind of weather. Many times, she was raced in a breeze of almost 40 knots, with full mainsail and largest Genoa jib and took any jibes without backstays.

Hazard had a fine racing record in 1940, being fast in all weathers.



"Hazard," Knud H. Reimers' Five-Metre

Bingley Benson — Father of Some Good Ones

▶ To the number of senior yachtsmen Canada has lost by death since this war began must be added another in February — T. B. F. Benson, naval architect and member of the Royal Canadian Yacht Club for over forty years, and an honorary life member of the Lake Yacht Racing Association, in recognition of his outstanding services in working out a satisfactory system of measurement, classification, and handicapping for that large and heterogeneous fleet.

Bingley Benson, as he was widely known — and still more widely as "Bing" — was a son of the late Judge Benson of Port Hope, who never had a decision reversed. "Bing" never designed a failure. He worked through an era when naval architecture was a novelty in Canada and domestic yacht designing was still the province of professional or amateur boatbuilders.

When Canadians wanted a yacht for an important international match, they sent to England, Scotland or the United States. Consequently, Benson's business was confined, at first, to small craft, open boats, bilgeboard scows, motor launches and so on, for the inland lakes. He was a draftsman in the great Dominion Bridge Company of Montreal and owed some of his development to the interchange of ideas with the company's engineer and later president, G. Herrick Duggan, designer and skipper of Seawanhaka Cup winners and defenders in the 1890's.

Benson struck his stride with the Class R sloop *Nayada*, which he was commissioned to build by a sound patron of Canadian talent, Commodore George H. Gooderham, of Toronto. Sailed by the younger Commodore Gooderham — Norman, nephew of Commodore George — *Nayada* cleaned up the championship of the Great Lakes, as represented by the Richardson Trophy, at Chicago, in 1924. It was a sensational win, *Nayada* being a dark horse and taking the series by a single point, after a breakdown and a brilliant port tack maneuver which only Norman Gooderham and *Nayada* could accomplish. Benson's reputation was established and, with Norman Gooderham again at the stick, he added to his laurels by taking the Great Lakes championship when it was again raced for. This was with the "R" boat *Eleanor*, at Toledo, in 1926.

T. B. F. Benson

Benson's finest piece of naval architecture was the schooner *Yolanda*, 40 feet water line, which he designed for Norman Gooderham in 1923, and her smaller sister *Blue Moon*, for W. B. Casey, of Kingston. More recent are several *Kelnordics* for Norman Pearce of Toronto, in particular, the auxiliary yawl *Kelnordic II*, and *Tramp Royal*, the sloop he designed for Col. LeRoy Grant. His most numerous offspring on the Great Lakes are the Class C sloops, 25 feet over all, which he designed for the Royal Canadian Yacht Club. Known locally as "Bing Boys," thirty in all are afloat on Lake Ontario and in the vicinity of Detroit. Benson was a good amateur skipper and, having acquired *Nayada* eventually and converted her to a Marconi ketch, he sailed her with great success in L.Y.R.A. and R.C.Y.C. regattas. His friend and patron Norman Gooderham died last summer.

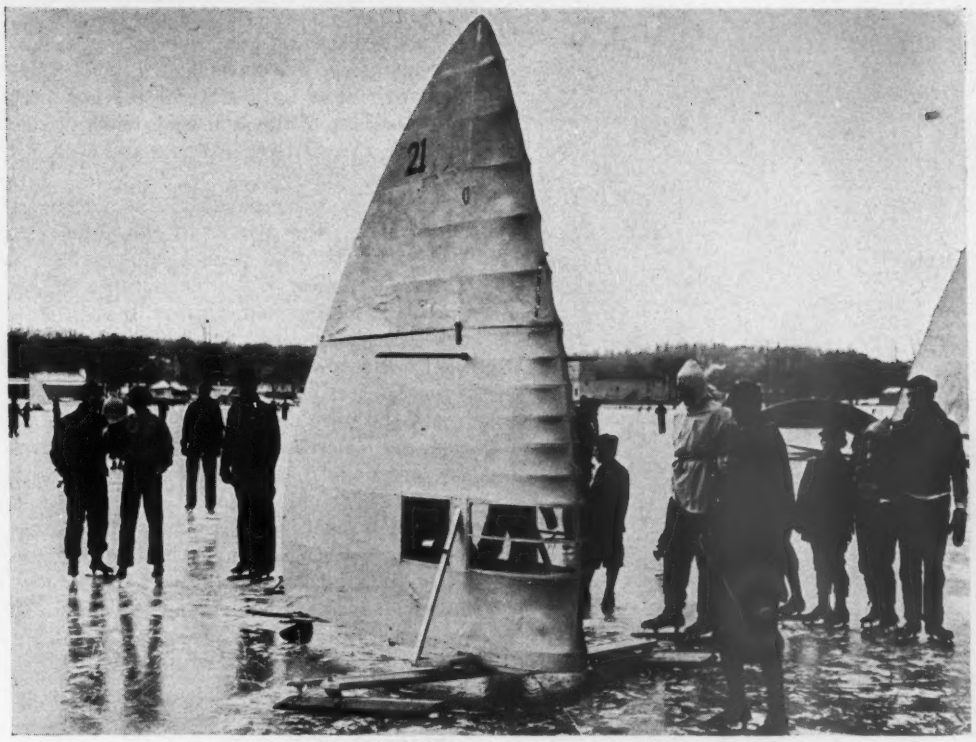
C. H. J. SNIDER

Veteran Yachtsman Dies

▶ On March 9th, Gherardi Davis, a former flag officer of the Seawanhaka Corinthian Yacht Club and a former chairman of the race committee of the New York Yacht Club, died in the Harkness Pavillion of the Columbia-Presbyterian Medical Center. He was eighty-two years of age and had been a devoted yachtsman for the greater part of his busy life.

He was born in San Francisco, attended schools in Germany and graduated from the University of France, in Paris. He then returned to the United States, studied law in Washington for a year and, in 1878, graduated from the School of Law of Columbia University. He was admitted to the bar in 1882. He served four terms in the New York State Assembly and was later a deputy police commissioner for two years. During the war, he was a member of the New York City Draft Board.

He was the owner of *Alice*, one of the New York Yacht Club "Thirties," and raced her for a number of years. In 1923, when he became chairman of the New York Yacht Club's race committee, he established a new policy of inviting owners outside of the club to take part in its regattas and also encouraged holding races for yachts of some of the smaller classes. This was at a time when the club's fleet felt the loss of many yachts during the war. His liberal policy helped maintain the numbers of entries in club regattas.



Left, "Vector," an ice boat whose runners pivot and in which the skipper sits inside the sail. Below, "Little Scoot," William H. Harley's latest development in scooters, those amphibious craft from Great South Bay. At bottom, Ray Ruge's "Charette II," 1941 Open Champion and Class C winner for the third consecutive year. "Blitzen," Class X, may be seen astern

R. Manning Photos

ICE YACHTS BATTLE HIGH WINDS

▶ Plagued by westerly gales and snowstorms, the Eastern Ice Y.A. 1941 regatta was postponed until six full weeks had elapsed between the first race, on January 11th, and the final, on February 16th. A special invitation event for stern-steering yachts only, sponsored by the Business Men's Association of Netcong, was not run off until March 2nd.

This year's regatta was featured by the presence of the South Bay scooters and their salty crews. The clever tacking, reaching and running done by these entirely rudderless craft was a source of constant amazement, and drew more than one compliment to the skill of their crews. Furthermore, the rigs of these 1941 Scooters have outdistanced even the modern ice boat in mast-sail efficiency. They used a sail completely enveloping the mast, hoisted by being zipped onto the spar.

In the ice boat contingent, two new developments were in evidence, both in Class D. Ott Loree, of Greenwood Lake, brought two sister ships to the races, designed and built by himself, one for his own use and one for Don Tyler, of Lake Hopatcong. The new Loree boats are beautifully streamlined bow-steerers, a full 24 feet long, with lots of height to the rig, and a short boom. Dave Shannon, of the Lakeside Club, designed, built and sailed a new "D" boat; though more heavy and husky-looking than the Loree boats, she turned in a fine performance.

The second development mentioned was variously called "The Flying Wing," the *Vector* (her actual name), and "That Thing he Gets Inside Of — *you* know — that Wing Thing." Designed and built by James L. Finch, of the South Bay Scooter Club, *Vector* is a most ingenious affair, consisting mostly of a vertical airfoil "sail" of doped fabric over frames, with a transparent fore edge through which her pilot scans the horizon from his completely sheltered seat within.

Ray Hand

Her runners look like ice boat runners but show remarkable properties, for they pivot horizontally as well as vertically, and she runs along sidling coyly sidewise.

The persistent westerly gales took heavy toll of spars, sails, rigging and even runners, but more serious mishaps were fortunately avoided with but one exception. H. Walden Smith, of Lakeside, took a nasty spill while driving Billy Smith's *Hot Toddy II* in the first heat of Class C. The big Palmer-built bow-steerer capsized and carried away her hollow spar, letting the hull drop on top of her driver. Smith suffered torn chest muscles and cartilage but escaped serious injury and walked off the ice "under his own power."

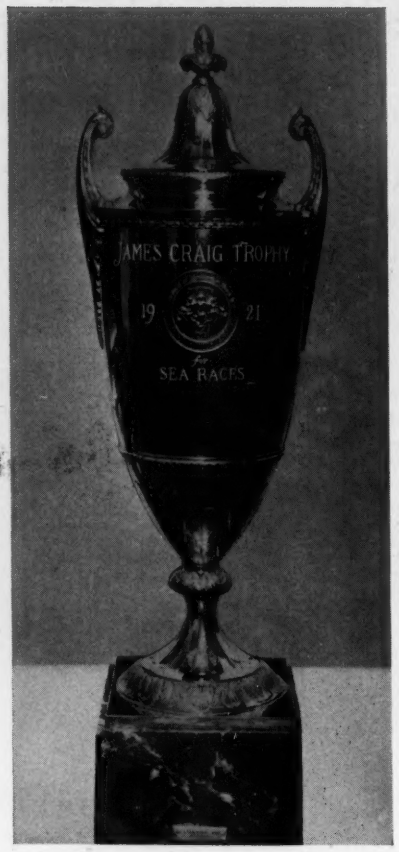
Herb Edwards, regatta committee chairman, got things started immediately after lunch on Saturday, January 11th, when he sent three of the big scooters away on their first heat. All races were run the same distance, ten miles, around a 2½-mile triangular course. The big scooters sailed three close heats, William Harless's *Big Scoot* finally nosing out *Ida II* and *Friday 13th* for first honors. Harless then repeated in the small scooter class with *Little Scoot*.

The Class E (75 sq. ft.) ice boats put on their usual red hot racing, and sundown of the first day found a tie for first place on points between H. Walden Smith's *Whistling Wind II*, of Lakeside, and *Buckaroo*, of Monmouth, sailed by Bob Wilcox. Each had a first and a third. Phil Haebler's *Allez-Oop*, 1940 Class E and Open Champion, got a bad start in heat 1 and took a fifth. She came back strong in the next heat, placing second to *Buckaroo* by only a few feet. Smith's *Hot Toddy* was the fourth real contender, with a second and a fourth place in the first two heats to place her one point ahead of *Allez-Oop* and only two points behind the deadlocked leaders. The final heat, sailed on Sunday, was taken by *Whistling Wind II*, giving Walden Smith his second E.I.Y.A. title. *Buckaroo* took a fourth in this heat but saved second place by one point over *Allez-Oop* and *Hot Toddy*, which wound up in a tie. Closer racing than this is hard to imagine.

Class D, 125 square feet, came into its own this year, with eight starters as against three in '39 and two in '40. Of the eight, Shirley Howland's *Icicle*, of the Monmouth I.Y.C., '39 and '40 champion of the class, was the only repeater. As mentioned before, there were three fine new bow-steerers; Ott Loree's *Doss*, Don Tyler's *Gangway II* and Dave Shannon's *Corky*. Bob Wilcox's *Dotty*, which sailed in Class C at Red Bank last year, started as a "D" boat this year. These, with *Vector* and a couple of other boats, made up the starting fleet.

Doss won all three heats but *Corky* gave her a real run all the way, and looked like a winner in the third heat until she peeled off a runner-shoe in the final heat.

Class C, 175 square feet, the largest class in both '39 and '40, mustered nine boats this year. Three familiar boats made up the bow-steering entries: Ray Ruge's *Charette II*, from the Hudson Highlands Iceboat Club, '39 and '40 champion; Rumson Commodore E. C. Fiedler's *Lingwes*, sailed by Dick Moeller; and Billy Smith's *Hot Toddy II*,



The James Craig Perpetual Trophy for motor cruiser races of at least 100 miles in open water will be competed for in California on May 30th

also of Rumson, sailed by Walden Smith. *Charette II* is a home-designed and home-built boat. Of the six stern-steerers, the two new boats, Henry Minniboo's *Mimi II* and Phil Summerville's *Aloha* consistently outdistanced the older boats, Don Asay's *Teal II*, Jesse Howland's *Sleet II*, Milt Hoyt's *Frosty* and Harry Isaacs' *No Name*, whose light hulls and rigs were at a disadvantage in the wild going.

Charette II took the first two heats, trailed by *Aloha* and *Mimi II*. *Hot Toddy II's* crack-up in the first heat and a broken runner by *Lingwes* in the second, forced out both. The final heat was sailed in a full gale, and all boats carried short rigs. *Mimi II* took this heat, *Charette* being content to finish in second place under a borrowed Class E sail, and thus win her third straight E.I.Y.A. Class C Championship with 26 points out of a possible 27. *Mimi II* took the H.H.I.C. Trophy for Class C stern-steerers.

Class B had four starters in the first heat: Homer Sieder's *Swordfish*, '40 champion; George Seger's *Alva II*, '39 champion; Ernst von Lengerke's *Trudle III* and R. Harbourt's *Revel*. *Alva II* broke a mast and *Trudle III* a shroud; *Revel* did not report damage but did not start the second heat. As a result, the dependable *Swordfish* repeated her 1940 victory.

Class X, with the largest boats that competed this year, had the smallest number of entries. Willi Schmitz's *Blitzen*, big bow-steerer from the Hudson Highlands Iceboat Club, 1919 champion, reappeared this year after not being on the ice since '39, and won the first two heats easily from H. Prescott Shreeve's *Polaris*, stern-steering 1940 winner. G. E. Emerson's *Blizzard*, Lake Hopatcong, did not sail the first heat, and finished last in the other two. The series looked like a walk-over for *Blitzen* until she snapped her mast in the last lap of the final heat, being unable to finish. *Polaris* took this heat and eked out a one-point victory.

The Open Championship, the "Race of Champions," was marred by the absence of Walden Smith, who did not sail his Class E winner *Whistling Wind II* because of his injury. The other four winners lined up in a half-gale after voting unanimously to shorten the three-race series to a single ten-mile heat. *Swordfish* tore her reefed mainsail within 100 feet of the start, and was hopelessly out of it. *Doss* and *Charette II* had a real tussle, but the larger and heavier Class C boat finally proved better able to take the terrific puffs and rough ice. She caught *Doss* at the five-mile mark, was again passed in the next mile, but recaptured the lead at about seven miles, drawing away steadily and finishing 27 seconds ahead.

RAYMOND A. RUGE

Answers to "Information Please"

▶ In the March issue, we printed a number of questions asked at a meeting of the Corinthians. Here are the answers.

1. The tonnage shown on a vessel's certificate of registry is the contents of the interior of the hull expressed in tons of 100 cubic feet each. Gross tonnage is the entire contents; net tonnage, the contents after deductions have been made for machinery space, crew space, etc.

2. To bring a boat alongside a bulkhead in an onshore breeze, bend a hawser to the ring of the anchor for a spring. Run in to a position to windward of the bulkhead, let go anchor, lower sail and veer away on the chain and spring until the stern is almost in to the bulkhead; then make fast the spring and ease her in by veering the chain.

3. When a man falls overboard, throw him a life buoy and keep him in sight.

4. When you bring the hand lead on deck, first make the end of the line fast.

5. Deviation of the compass may be obtained by: time azimuths of the sun; bearings of distant objects; reciprocal bearings; bearings of ranges.

6. You can plot a three-point bearing from a pelorus without reference to a compass, using the angles between the bearings.

7. The difference between high water "stand," in which the water neither rises nor falls, and high water "slack," in which the current ceases to run, is caused by the hydrography of the district. Where the tide enters a large basin through a narrow channel, high water "stand" may occur near the entrance long before the basin is filled. "Stand" and "slack" may be three hours apart.

8. The height of a light as given on the chart is the height above mean high water.

9. Four factors which may vary the height of the tide are: barometric pressure; wind; positions of sun and moon; submarine earthquake.

(*Continued on page 109*)

Charles Ullman's "Pipit," winner in the Ocean Racing Class, with Roderick Burnham's Island Clipper "Gayle" on her weather quarter

W. C. Sawyer Photos

CALIFORNIA'S MID-WINTER REGATTA

▶ Southern California's record-breaking siege of "unusual" weather subsided sufficiently over the period from February 20th to 23rd to give four fair days of sailing off San Pedro for the fifteenth annual Mid-Winter Regatta of the Southern California Yachting Association. On Friday, however, crews of the 60-odd competing boats weathered a near-cloudburst.

Among the twelve major sloop classes, only two boats successfully defended their trophies. One of these was Allan Mickle's 46-foot cutter *Velero II*, which, in the California "32" Class, won two firsts and a pair of seconds in four starts to keep the Don Lee Trophy against the onslaught of Walter Elliott's *Escapade* and the Douglas Brothers' *Altamar*, which tied for second honors; the other was Bill Brown's mahogany Pacific Coast One Design *Silhouette*, which outran her only competitor, Ed Giddings' *La Cucuracha*, in this usually well represented class.

Next in interest was John Swigart's well-deserved capture of the Ben R. Meyer Bowl with his slippery Six-Metre *Fun*, with three victories in four starts. *Fun* was threatened only by two other former Long Island Sound leaders, Bill Horton's *Lulu* and Emerson Spear's *Rebel*, which won the finale.

In the lone power cruiser event, a newcomer, Mark Pierce, captured the predicted log race with his *Anna C*. Pierce tallied an error of only 3.47 per cent in Class A, followed by Don Allison's *Hoaloha* and Hollis Strait's *Hollis C*. H. S. Winkler's *Three Winks* won in Class B, with an error of 6.84 per cent, followed by Don Banks' *Teddy* and George Martin's *Moanax Mele*.

Winners and placing boats in the larger sloop and cruising classes were:

Ten-Metres. *Sally*, Wesley Smith, owner, Claire Neuner, skipper; *Sirius*, Cecil Vesy; *Santa Maria*, Pierpont Davis.

California "32's." *Velero II*, Allan Mickle; *Altamar*, Douglas Brothers, and *Escapade*, D. W. Elliott, tied for second.

Six-Metres. *Fun*, John Swigart; *Lulu*, William Horton; *Rebel*, Emerson Spear.

Pacific Coast Class. *Silhouette*, W. McKenzie Brown; *La Cucuracha*, Ed Giddings.

Rhodes "33's." *Mistress*, Kenneth Pier; *Tugger*, J. E. Neville; *Sylvia*, Gordon Martin.

Ocean Racing Rule. *Pipit*, Charles Ullman; *Javelin*, R. P. Taylor; *Tantalus*, Richard Stewart.

Percentage Handicap Class: *Francesca*, Harold Barneson; *Gullmar*, J. G. Johanson; *Fantasy*, C. C. Moore.

Pacific Inter-Clubs. *Sans Gene*, Louis Varalyay; *Seventh Heaven*, Peggy Slater; *Epic*, William Gulick.

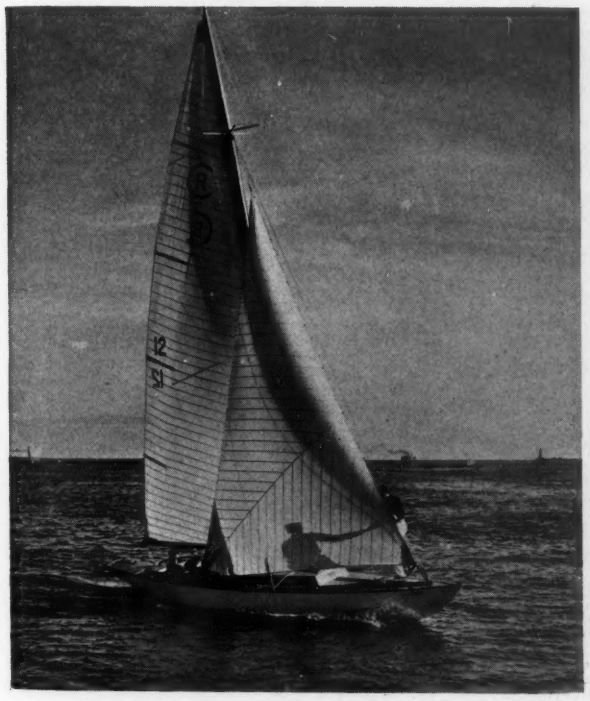
Star Class. *Rambunctious*, Cowie Brothers; *Scout III*, Myron Lehman; *Wench*, George Fleitz.

Lawley "110's." *Roundabout*, Jim Rounds; *Nellgwyn*, Dana Jones; *Haedae II*, Herbert Day.

Albatross Class. *Souvenir*, Bernard McNally; *Folly*, Jack Hillman; *Kalohe*, Andy Kirk.

California Cruising Class. *Blue Escape*, A. E. Arling; *Bonnie Jack*, R. N. Dahlstrom; *Toi*, C. E. Hutsel.

(Continued on page 96)



Extreme left, Kenneth Pier's "Mistress" won first honors in the lively Rhodes "33" Class

Left, Allan Mickle's "Velero II" showed the way to the California "32's"

AT HOME AFLOAT

Howe Lagarde

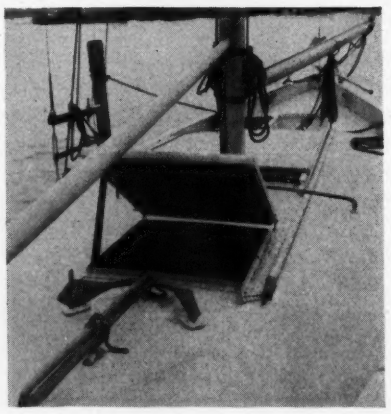
Ralph H. Wiley, of Oxford, Maryland, designed and built "Mocking Bird" for his own use. She measures 31' 6" over all, 24' 0" on the water line, 8' 0" beam and 4' 6" draft

Folding Seats for Small Spaces

▶ This department has talked long and loud about folding tables and shelves of various kinds. While browsing through the New Week-Ender, which Philip L. Rhodes designed, we discovered that folding seats can be equally useful on small boats.

In the forward cabin of this boat there is a nook between the washroom bulkhead and one of the bunks. Into this small space a hinged seat with a swinging bracket support has been built. When collapsed, it hangs flush with the bulkhead and permits the floor room so necessary. When erected, it provides the only good seat in the cabin. The bunks are too high and too soft and this little seat, fitting into an angle, has a comfortable back rest as well. Mighty nice for just plain sitting and it should be a boon for putting on socks and shoes, etc. Also, it is in the right position and of proper height for using the bunk as a writing desk.

Most important of all is the fact that this useful seat takes up only space which would, otherwise, largely be wasted. Probably your boat has several places for a similar seat. We would never have thought of putting one where Phil Rhodes did — which is one reason why we're not yacht designers.



This hatch opens both forward and aft

A Designer Builds His Own Yacht

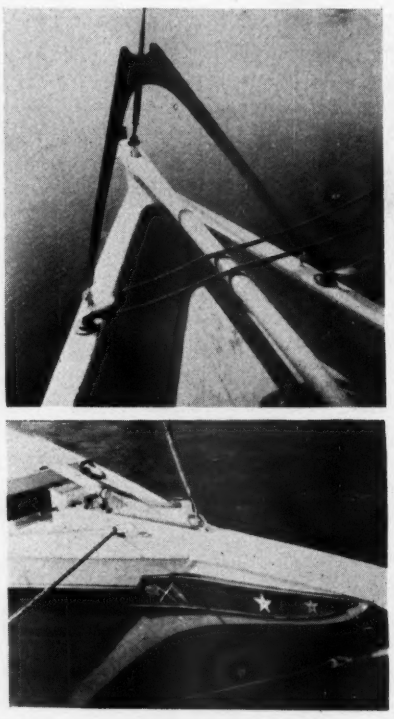
▶ Whenever a boatbuilder designs a yacht for his own use, it's a safe bet she will incorporate refinements gathered from years of catering to the whims and fancies of yachtsmen and, for once, the designer-builder has only himself to please. Therefore, she will include only the efficient refinements, omitting the impractical notions of less practical people.

Ralph Wiley's own double-ender *Mocking Bird* is no exception to the rule. He designed and built her last year at his yard in Oxford, Maryland, for his own use.

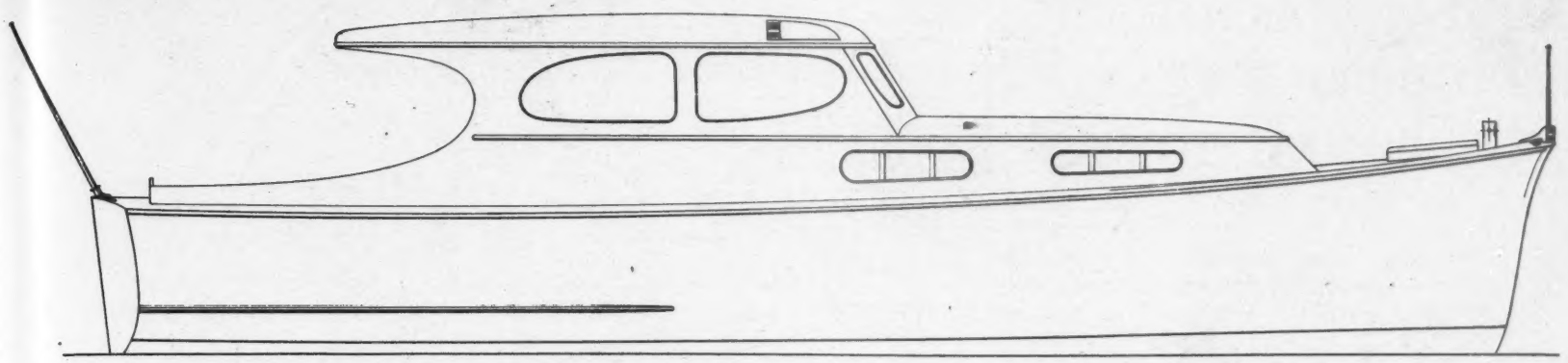
Mocking Bird has an unusual outhaul on her staysail which makes for easier handling than the conventional kind. It consists of a slide on the bowsprit at the forward end of the club instead of at the after end as is the conventional practice. The fitting is made from an old Star backstay slide, track and latch. The club is hauled aft after the sail has been hoisted and the catch is adjusted to give the sail proper draft. The staysail is set loose-footed and the fitting may be shifted to give more or less curve to the foot, as required by varying strengths of wind. When lowering sail, the latch is released first, allowing the club to slide forward so that the sail will come down without binding.

On the forward deck, is a neat watertight hatch. The coaming is of galvanized angle iron, welded at the corners. The hinged cover fits either way to give varying degrees of ventilation. This hatch cover can swing clear over on the deck without damage. It can be pulled down hard against its rubber gasket, to insure a watertight fit, because of the long distance between the center of the hinge and the hatch.

The photo of *Mocking Bird's* stern or "tail feathers" shows how nicely a modern rig can be made to fit a double-ended boat. The backstay chain plate, a piece of bronze shafting, is bolted to the sternpost on the pivoting point of the rudder and a round hole in the tiller allows it to turn freely around the piece of shaft. The boom crotch, when not in use, lies back against the backstay where it is out of the way, clears the sheet and is always ready for business.



The neat arrangement aft and the outhaul device forward are interesting refinements



The new boat has a modified clipper bow and an interesting sheer line. The outlines of the house and trunk are modern

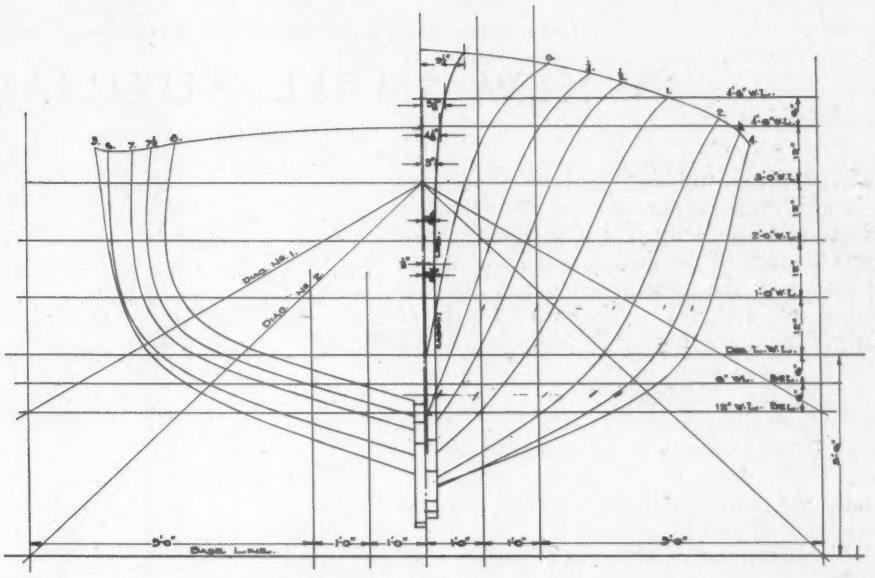
A NEW MOTOR CRUISER BY NEDWIDEK

HERE are the plans of a modern motor cruiser from the board of Chester A. Nedwidek, naval architect of New York and Bayside, L. I. She was designed for Nicholas C. Kehl, Commodore of the East Rockaway Yacht Club. The yacht, which has not yet received a name, is now nearing completion at the yard of the East Rockaway Boat Works, East Rockaway, L. I.

The principal dimensions of the new boat are as follows: Length over all, 37′ 6″; length on the load water line, 35′ 6″; beam, 11′ 6″; draft of water, 3′ 0″. Construction is to rigid specifications, keel and framing being of selected white oak and outside planking of Philippine mahogany, fastened with Everdur screws. The deck is of teak, as is the cockpit floor. The deckhouse is of mahogany, finished bright, and the interior finish will be in paint with enough mahogany trim to give a touch of color.

The power plant consists of a pair of 6-cylinder Chrysler Ace motors which develop 83 horse power at 3200 revolutions per minute. Driving through reduction gears of 2:1 ratio, these turn twin Columbian propellers and give the yacht a speed of approximately 15 miles per hour. Twin rudders are fitted. Tanks are of tinned copper, the gasoline tank being of 50 gallons capacity and the fresh water tank being of the same size.

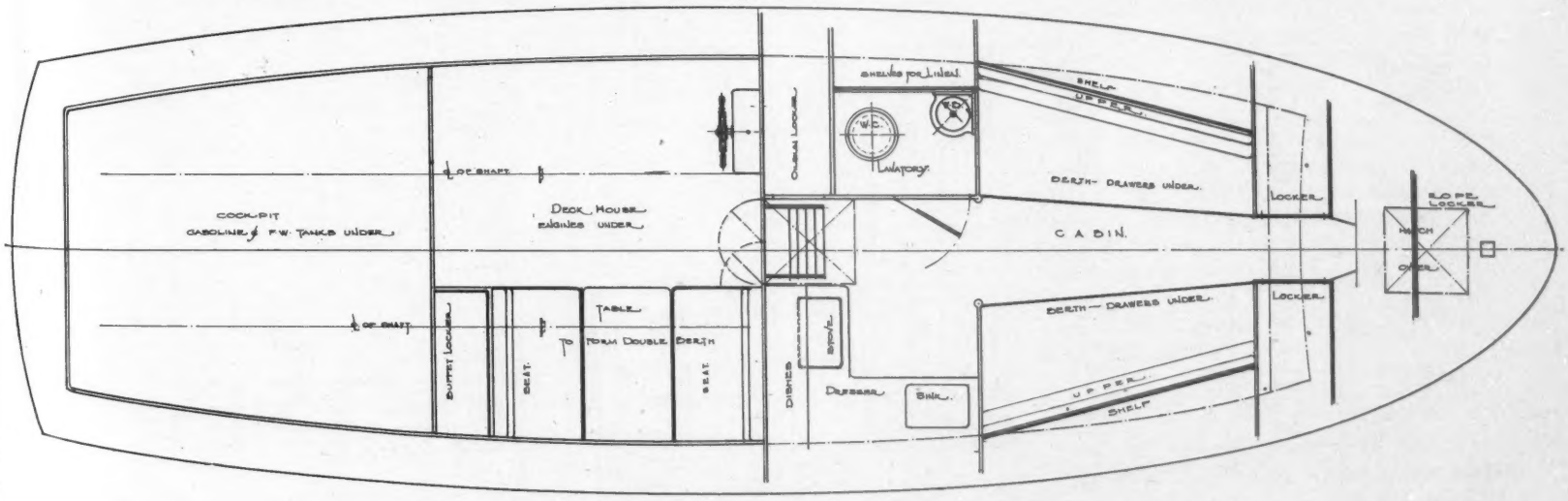
The boat has the modern round clipper bow, with an interesting stem outline and good room on deck forward for working ground tackle. The body plan shows a nicely worked out flare to the forward sections and easy fore and aft lines, the after diagonals and buttock lines being particularly sweet.



The body plan shows an attractive set of lines

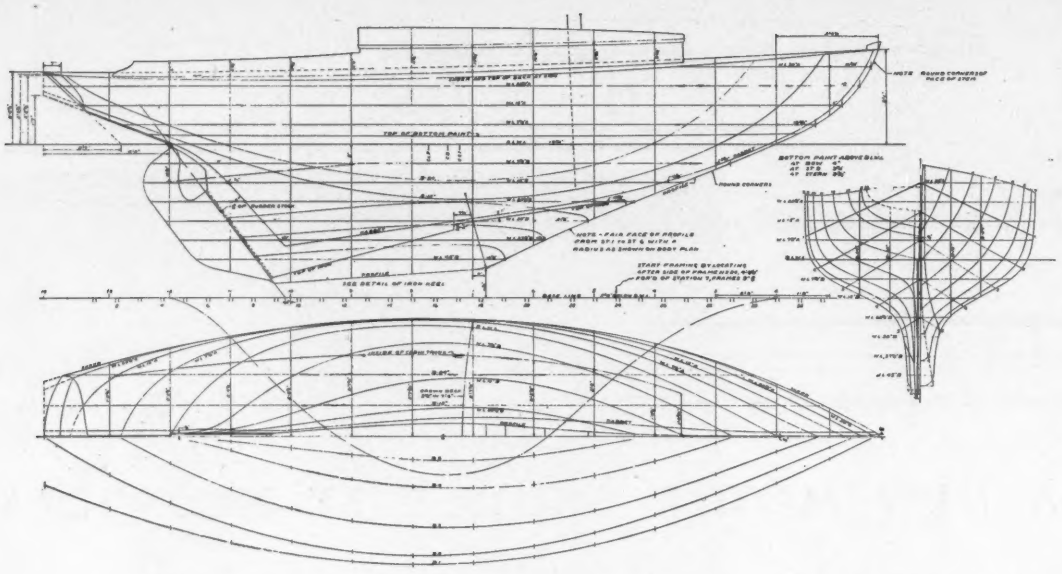
The cabin arrangement is more or less conventional, which means that it is practical. Forward is a rope locker with a hatch over; next comes the cabin with upper and lower berths sleeping four persons. In the after part of the cabin are the toilet room, to port, and the galley, to starboard. An oilskin locker is alongside of the companionway. Steps lead up to the deckhouse, which has a dinette on the starboard side. This makes up into a double berth when needed. The after seat is portable, to give access to the engines. The after cockpit is roomy.

The raking fronts of trunk cabin and deckhouse, with the outline of the shelter, give the yacht a modern touch.



The accommodation plan shows sleeping quarters for four persons regularly and two more when desired

The plans reproduced in this section are the property of the designers under whose name they appear. For further information concerning any design address the naval architect in question.



Her easy lines and a modern rig indicate a good turn of speed for a boat of this type

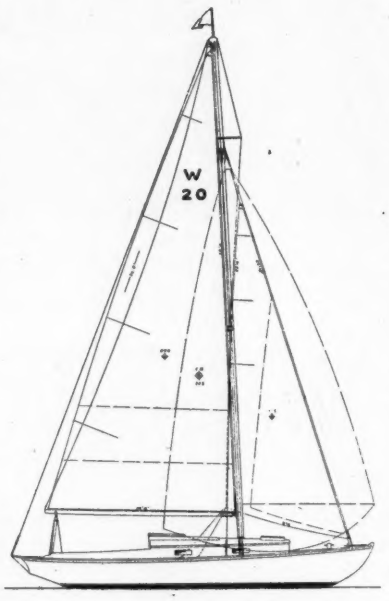
A NEW SMALL AUXILIARY CRUISER

PERHAPS 1941 will be remembered as the year in which cruising auxiliaries of 30 feet or less achieved real popularity. The boat shown on this page is the third of the size and type to appear in this section in the past three months. She was designed by Ralph E. Winslow, formerly of Quincy, Mass., but now of Washington, D. C. The new craft is, designed as the first of a class, to be called the "Winslow 20."

Her principal dimensions are as follows: Length over all, 27′ 6½″; length on the water line, 20′ 0″; beam, 7′ 7″; draft, 4′ 6″; displacement, 7875 pounds. She carries 355 square feet of sail and 3100 pounds of iron on her keel.

She is an attractive little craft, modern and seaworthy in appearance. Her lines indicate a good turn of speed for a boat of this type.

The designer refers to her as a cruiser-racer. A class of these boats would be adaptable to racing and a large cockpit makes them practical for day sailing. She is, however, most interesting as a small cruiser. A clever arrangement below provides sleeping quarters for three persons. This is difficult on a boat of this size but is made possible by extending one of the berths aft under the deck flanking the cockpit.



A clever arrangement below provides sleeping accommodations for three persons

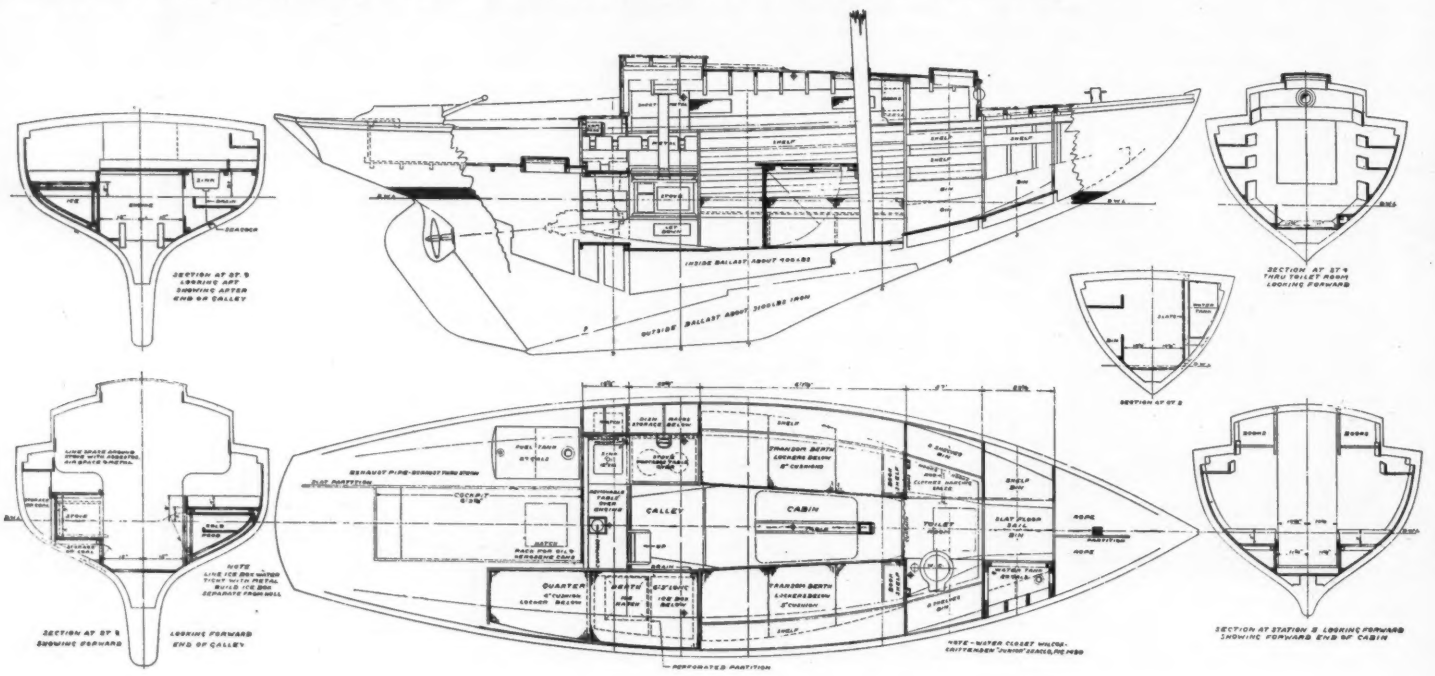
There is still room for an enclosed toilet room forward, a full width galley, shelves and lockers. The galley is covered by a sliding hatch to permit full headroom in clear weather.

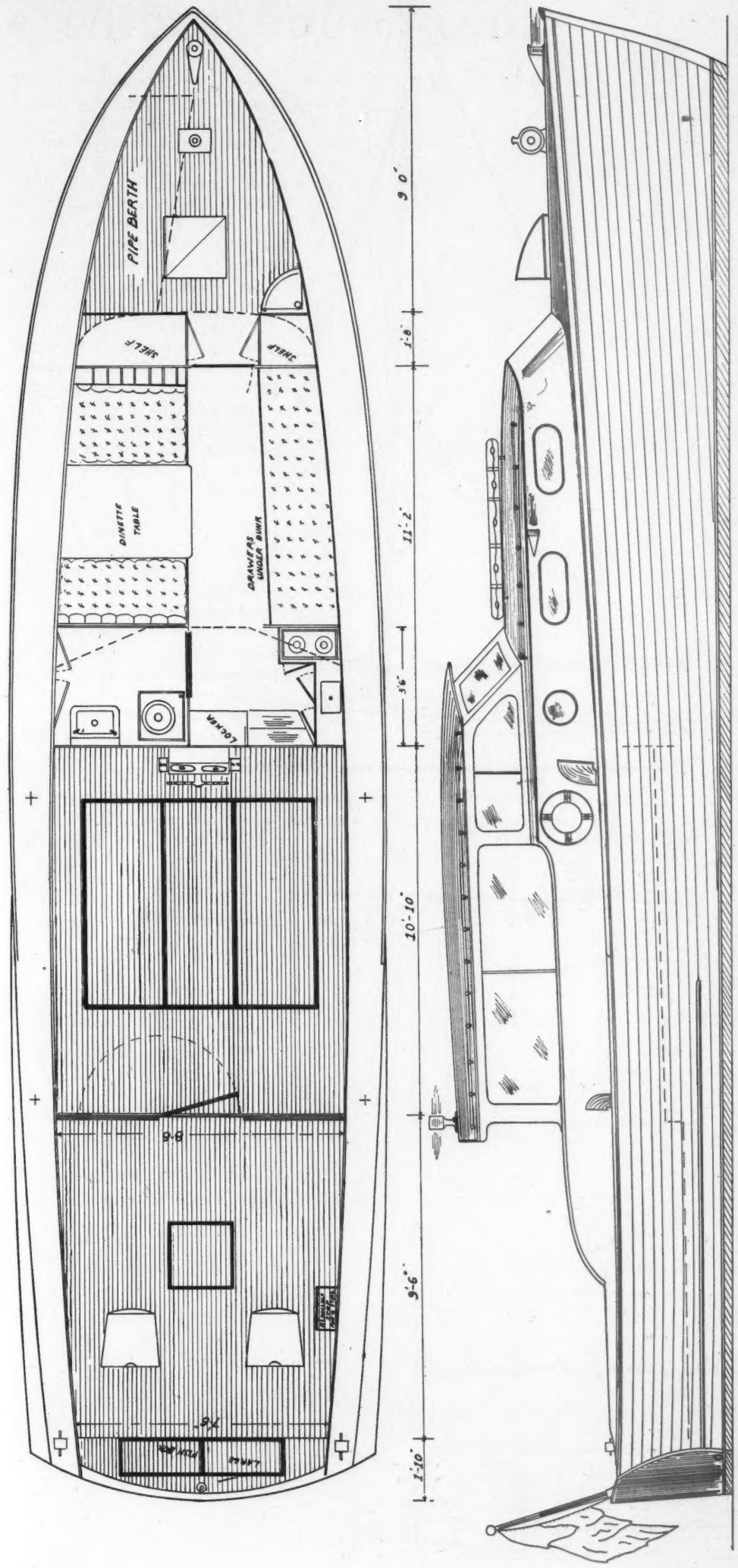
The engine, a five hp. U. S. Motors Corporation Falcon with 2½:1 reduction gear, electric starter and generator, is located under the bridge deck and part of the galley and is concealed but readily accessible. It drives a propeller which is located on the center line.

A 27-gallon gasoline tank is carried below decks alongside the cockpit. A 20-gallon water tank is located forward on the opposite side.

Construction is substantial. The keel measures 3″ x 15½″; frames are 1¼″ x 1¼″ with 9″ centers and the stem is sided 3½″. Planking is ⅞″ thick and decks are of ¾″ marine plywood, canvas covered. The mast is hollow and rectangular in shape.

There is sufficient clearance under the boom to carry a 7-foot pram dinghy on the cabin top while cruising.





"TROUPER"— A FAST STEPPING MOTOR YACHT

THIS attractive motor yacht, now in service in the waters of Florida, was designed and built by Hubert S. Johnson, of Bay Head, New Jersey, for C. A. Tilt, of Chicago. She has been named *Trouper*, the same as the large motor yacht which Mr. Tilt built in 1939 which has recently been acquired by the United States Navy.

The new yacht is of the following principal dimensions: Length over all, 44′ 0″; beam, 11′ 6″; draft of water, 3′ 0″. Construction is to rigid specifications, with selected white oak keel, stem and framing and mahogany outside planking, worked lapstrake. Hull fastenings are of copper and Everdur bronze. All exterior joinerwork, including cabin trunk, shelter cabin and trim, is of Honduras and Mexican mahogany. The planksheer is of mahogany and the forward deck is of teak. The floor of the after cockpit and of the bridge are also of teak, caulked.

The power plant consists of a pair of Hall-Scott Invader engines which develop 275 horse power each, turning at 2100 revolutions per minute. These drive 19″ diameter by 24″ pitch Equipoise propellers through Monel metal shafts and give *Trouper* a top speed of 35 statute miles per hour. She will cruise at slightly below a 30-mile pace and her cruising radius will be about 400 miles. Tanks are of tinned copper, the capacity of the fuel tanks being 300 gallons while the fresh water supply is 100 gallons. Kimball controls are fitted to the engines and there is an 800 watt generator of U. S. Motors make, with water-cooled motor. All hardware is chrome plated.

A pipe berth is fitted under the forward deck and there is a companionway over this space. Under the forward part of the cabin trunk are a berth to starboard, with drawers under, and a dinette to port. Further aft, under the deckhouse, is a compact galley on the starboard side, with two-burner stove, sink, dresser and lockers. Opposite the galley is a toilet room, fitted with a Groco electric toilet, a wash basin, linen locker, etc. The deckhouse is roomy and entirely clear. The after cockpit is also spacious and is clear overhead for the anglers. A good sized fish box, of copper, is arranged under the after deck.

Special attention has been paid to ventilation, not only in the engine room but in all the corners of the boat so that there are no spaces in which dead air will be trapped. Lack of ventilation, particularly under a hot southern sun, is conducive to the formation of dry rot.

Trouper was shipped south by steamer early last month.

"Trouper," C. A. Tilt's new motor boat, designed and built by Hubert S. Johnson, steps along at a 35-mile pace, driven by two Hall-Scott Invader engines of 275 hp. each

NEW BEDFORD 29

HERE is the New Bedford 29, designed by Samuel S. Crocker and built and sold by Carl N. Beetle, of New Bedford, Mass. A glance at the profile reveals an attractive little craft with a seagoing flavor. Her interior layout shows adequate accommodations for two adults to cruise in comfort, with elbow room unhampered by superfluous berths.

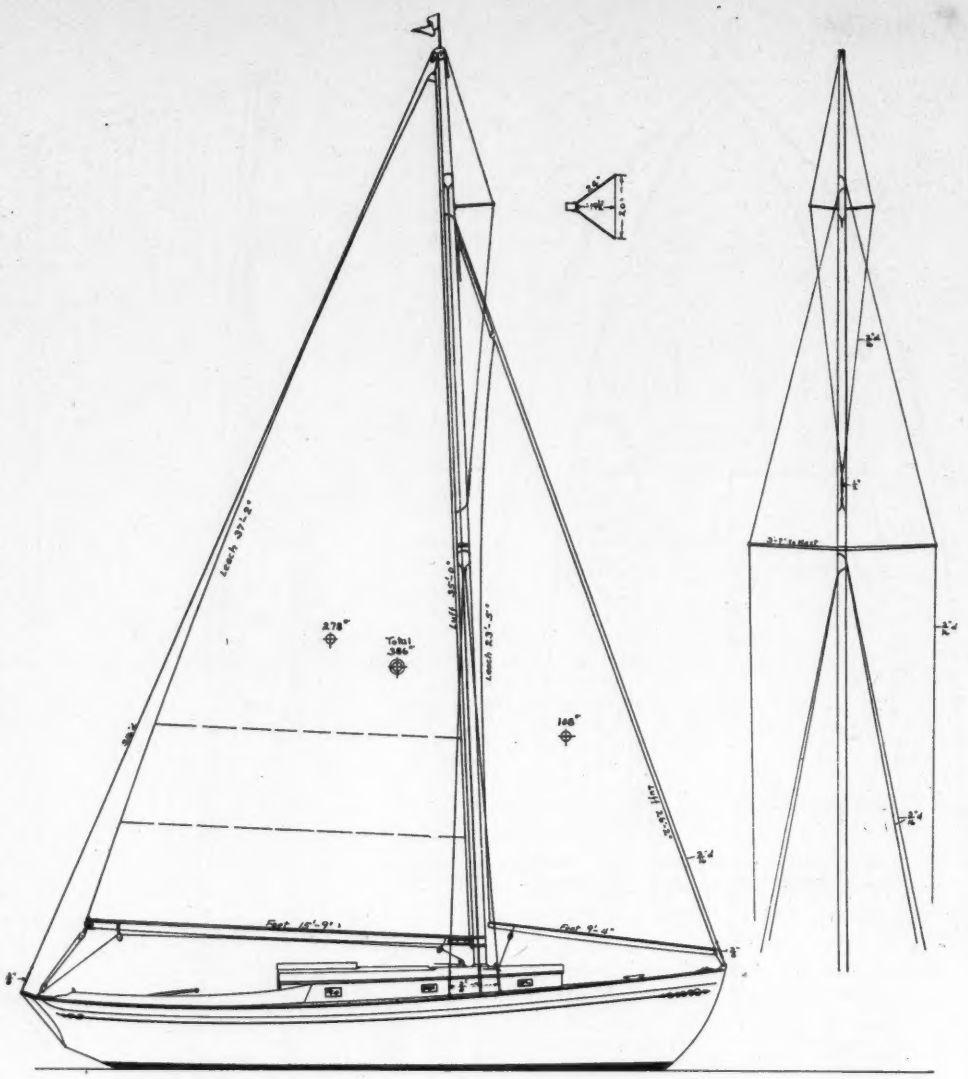
The new boat's principal dimensions are: Length over all, 29′ 0″; length on the water line, 22′ 6″; beam, 8′ 0″; draft, 4′ 7″. Headroom of 5′ 10″ is afforded in the main cabin.

Her rig is modern and totals 386 square feet of sail in main and jib. Both sheets are led to the cockpit by way of the cabin top so that no lines obstruct the deck.

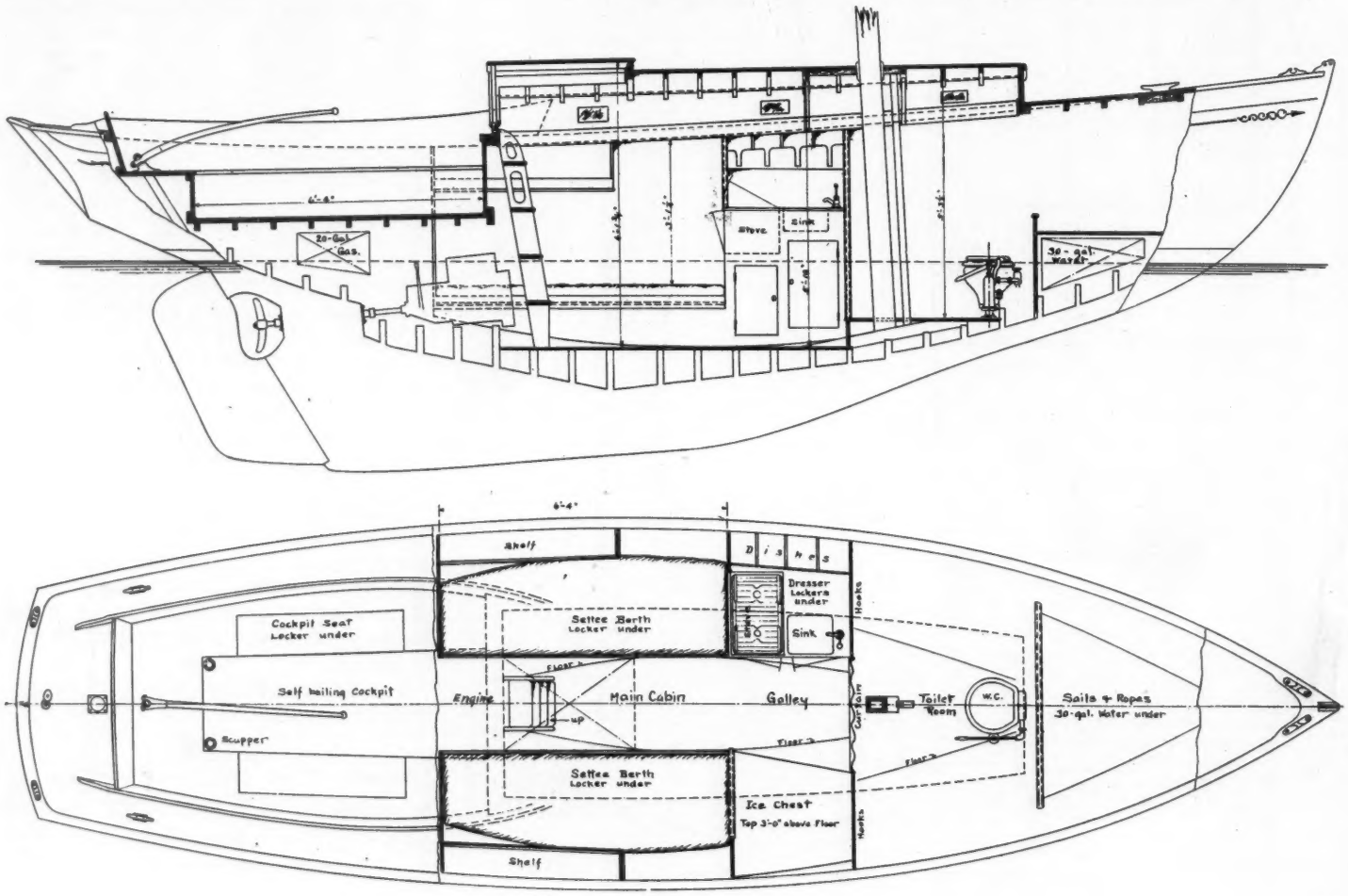
The interior layout is of proven design. The storage space for sails forward and the large toilet room, however, are unusual in a boat of this size. Since the 20-gallon gas tank is aft and the 30-gallon water tank forward, the boat will retain practically the same trim as the contents of each are consumed.

High grade materials are used in construction. Frames are of white oak. Philippine mahogany, fastened with Everdur screws, is used for planking. House sides are of the same wood. Decks are canvas covered, cabin floors are teak and she is finished inside with marine waterproof plywood, trimmed with mahogany. All hardware is brass or bronze. 3500 pounds of lead are carried on the keel. She has a hollow mast and solid boom.

A 4-cylinder Red Wing Meteor direct drive engine is installed as shown. It drives a solid propeller on the center line.



She is an attractive little craft with a seagoing flavor. The interior layout reveals comfortable cruising accommodations for two persons



A 49-FOOT DOUBLE-ENDER FOR CRUISING

THE double-ender cutter shown on this page was designed by Edson B. Schock and Son, naval architects of Kingston, R. I., and Los Angeles, California. She is to be built for a New England cruising man.

The principal dimensions of the new yacht are as follows: Length over all, 49′ 4″; length on the water line, 37′ 6″; beam, 12′ 8″; draft, 7′ 5″. The sail area is 1175 square feet. About 14,000 pounds of lead is on the keel.

She reflects her purpose as a cruising boat suitable for offshore work. Generous beam provides unusually spacious living quarters. Her double-ender design will make for easy steering in a heavy, following sea. A rather deep forefoot should contribute to steadiness on all points of sailing. An inboard rig, slightly conservative in height, adds to the picture of a sturdy and comfortable cruising auxiliary. Also, the fact that the headsails are cut high along the foot should make for good visibility off to leeward.

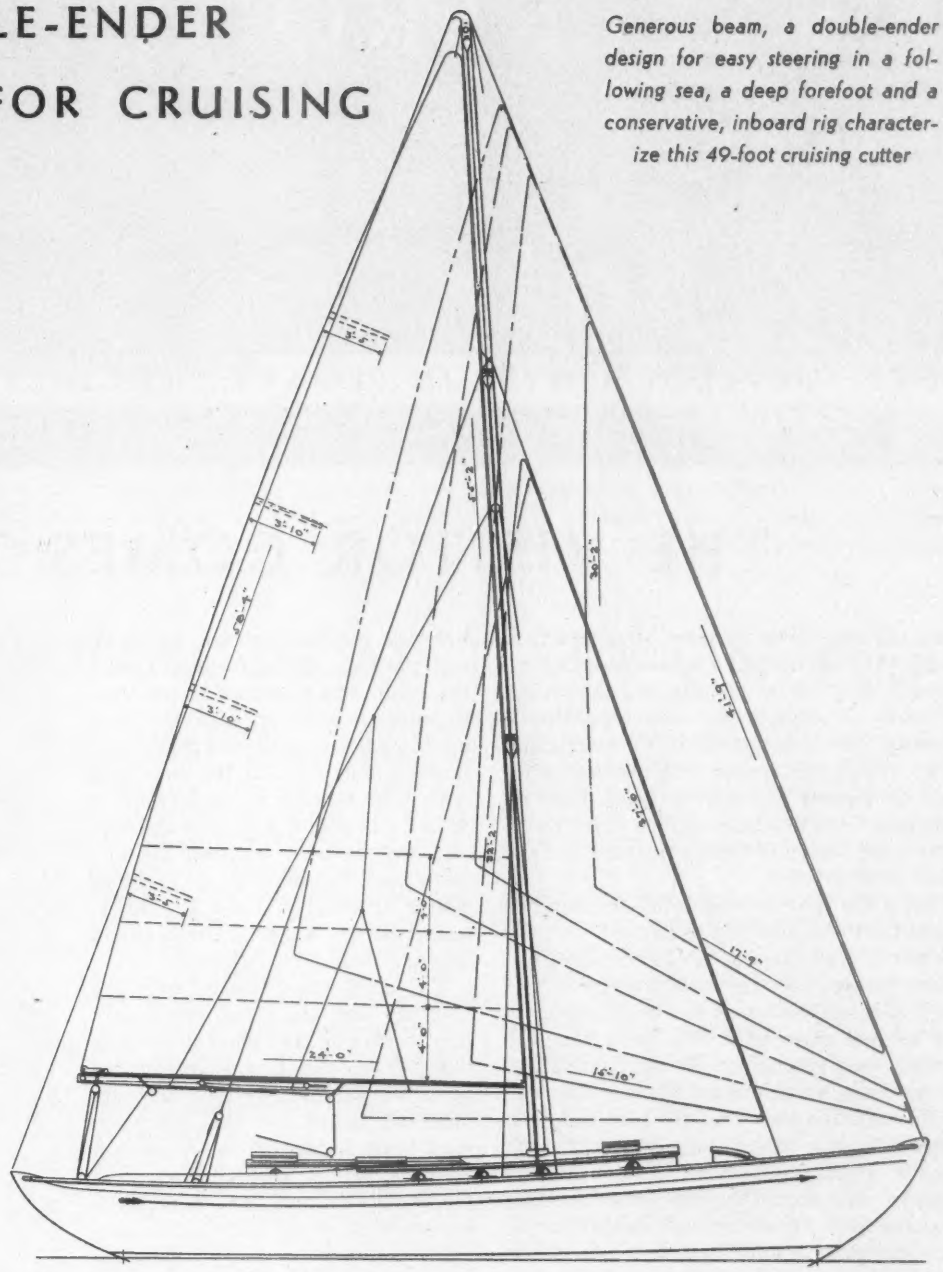
A good turn of speed should also be expected. The lines are easy both above and below water. The sail plan is modern and the mast is set well in the middle of the boat.

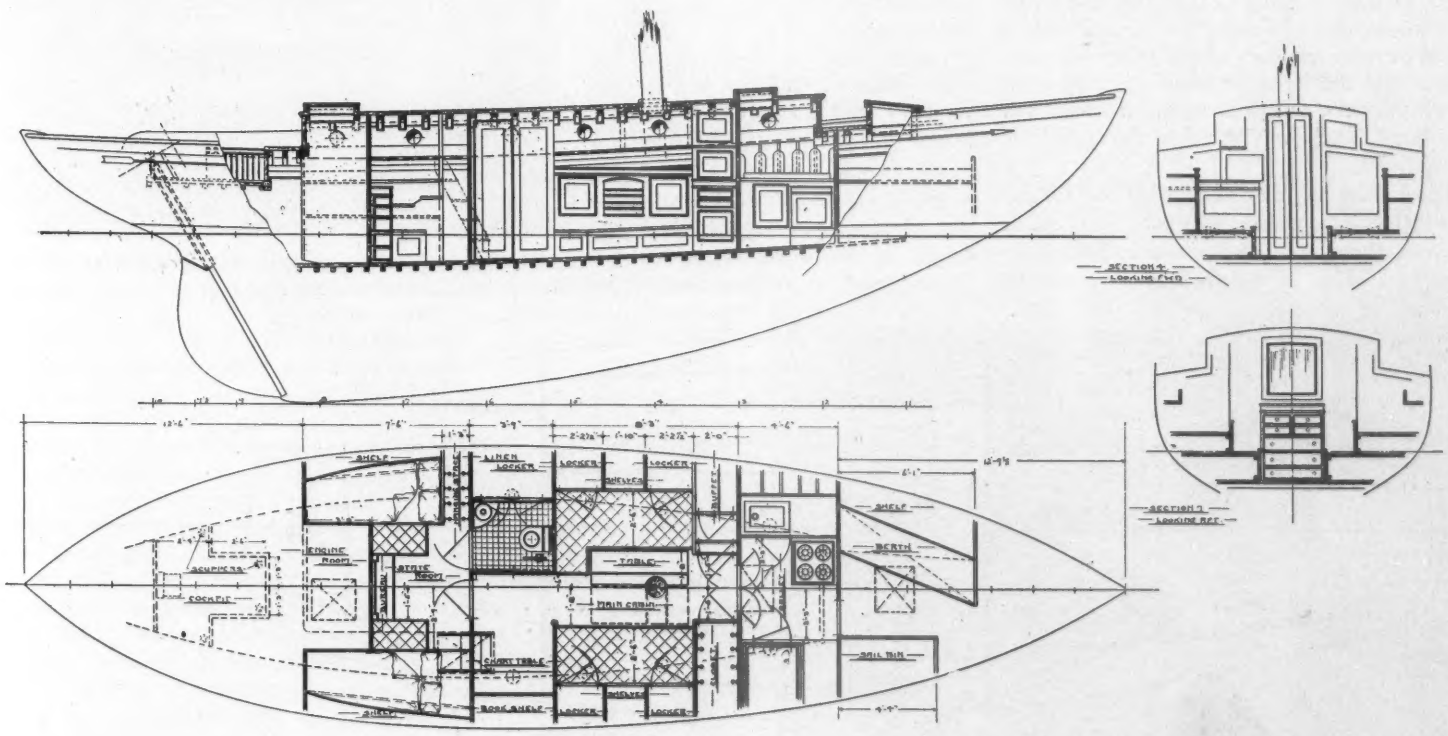
The accommodations provide for one man forward in addition to the owner's party. Bunks are wide. The galley, with a large ice box its special feature, extends across the forward end of the cabin. The main cabin layout shows two comfortable transom seat berths, bookshelves, a buffet and an abundance of locker space. The stateroom aft provides privacy and comfort. Additional features are a large washroom, a chart table and a sail bin.

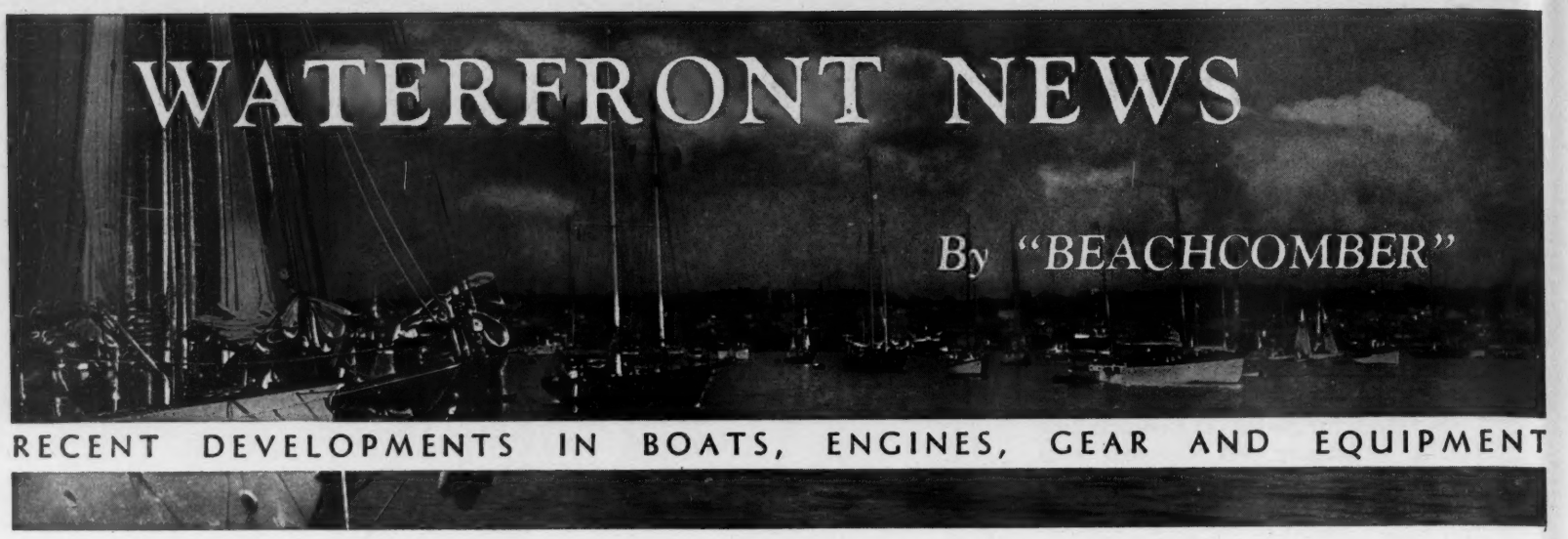
The engine, a Gray 4–52, is under the bridge deck. Speed under power is 7 knots. Fuel tank is of tinned copper, water tank of Monel. Each is of 75 gallons capacity.

The self-bailing cockpit is of an unusual T-shape which provides additional space for the helmsman.

Generous beam, a double-ender design for easy steering in a following sea, a deep forefoot and a conservative, inboard rig characterize this 49-foot cruising cutter







THE VISITOR COMES TO TOWN

We used to think we were pretty good at "getting the picture" of a boat's interior from a brief look at the layout plan and the profile. Ordinarily if she's roomy and expansive it shows up, just as it does if she's cramped and cut up. If you are familiar with representative boats of various types even black lines on white paper or white lines on blue paper give a pretty good notion of the appearance and the "feel" of an interior.

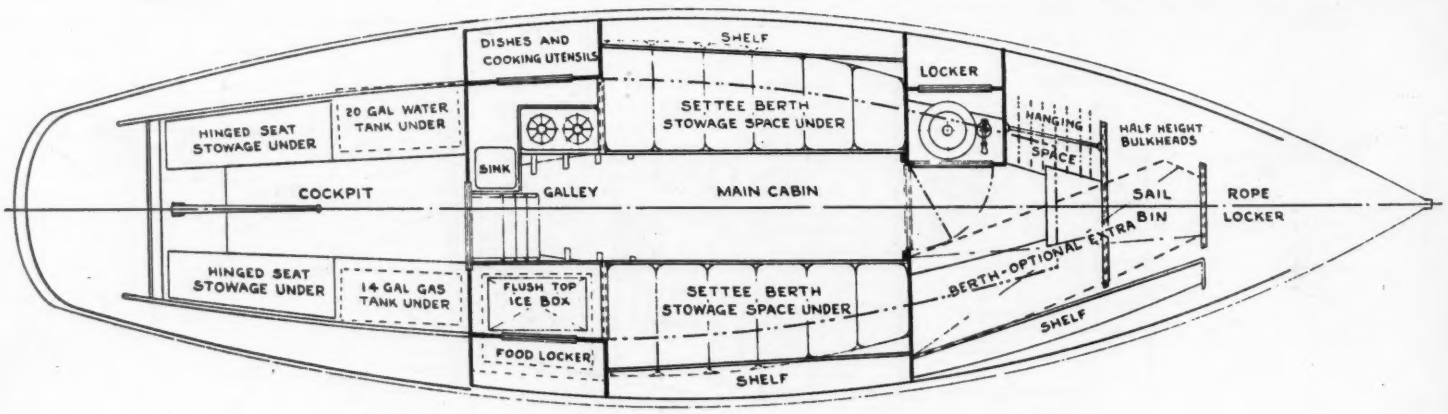
That's the way it was until we climbed aboard the latest addition to Donald Abbott's fleet of stock auxiliaries, the Rhodes-designed 29-foot Visitor. For the whole interior of this boat is decidedly different and more appealing than we had pictured it. We knew that the mast had been stepped on the cabin trunk and that can make a whale of a difference below on a small boat. We knew that the boat had been designed for two persons and two only, with many a withering look at those who had suggested chopping off the cockpit and stealing even a few inches from the main cabin to work in an extra berth or two forward. We also knew that Phil Rhodes and Don Abbott had spent many an hour juggling an inch here and a half inch there, and sketching and trying half a dozen or more versions of the galley arrangements, etc. But what we failed to grasp until we actually saw and went aboard the boat was how much it all contributed to the combined effect.

The berths are unusually wide for a boat only 29 feet long; there's over two feet of space between them, a liberal amount; but most important of all in the feeling of roominess below is the fact that the bulkhead and the door at the forward end of the cabin extend across in one continuous plane. Even with the door open or serving its second function of housing the toilet in its own little nook, the stowage space forward is pretty well cut off. But close the door and the contrast between Visitor's cabin and the usual after nightfall center of activity is like the difference between a lower berth and a drawing room on a Pullman.

The mast steps directly over the doorway with the three inch square jambs carrying the thrust all the way down to the keel. Lest anyone worry about the sufficiency of this arrangement we might add that there's a steel beam hidden in the house top over the jambs, that the factor of safety in the whole arrangement works out at about 10 to 1, and that many a small auxiliary here and particularly abroad has successfully excluded the mast from the cabin in similar manner.

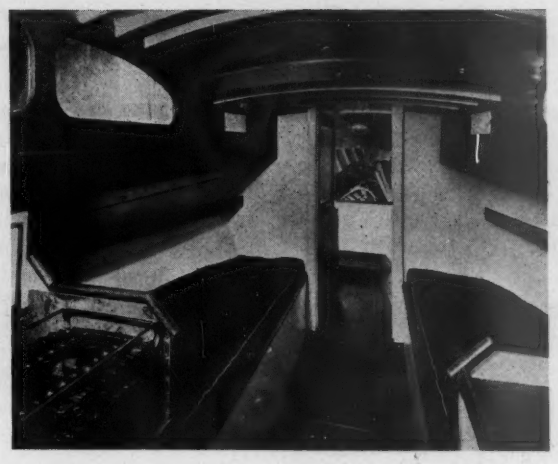
Other desirable features of the main cabin which impressed us particularly were the fact that the floor is level all the way with the exception of the forward foot and a half where a gentle slope begins. Then there's the all-important question of headroom. In the doghouse where it's needed most for working around the

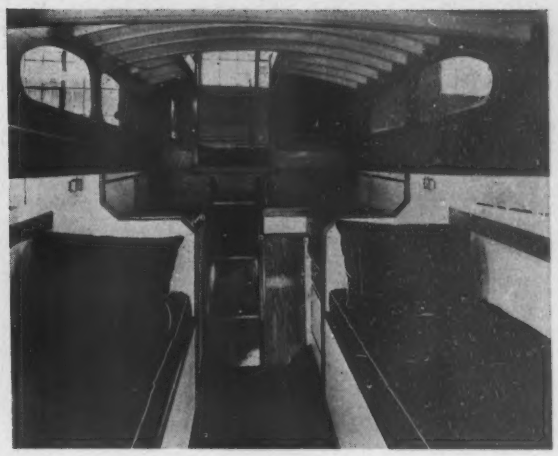
The first Visitor out for a mid-March sail off the Palmer Scott yard in the harbor at New Bedford, Mass.



Layout plan of the new Rhodes designed Visitor. Principal dimensions are 29' over all, 20' 6" water line, 8' beam, 4' 6" draft, and sail area, 372 square feet

galley, getting in and out, etc., it's over 6 feet; under the trunk proper it's still over five feet. The large windows in the doghouse make the interior particularly bright and contribute to the feeling of spaciousness.





Complete and comfortable accommodations for two are emphasized in the new boat's layout and details

In any small boat galley the three important features are locker and storage space, dresser top space to prepare more than one dish at a time, and room to stand and work at the stove, ice box, etc., in a convenient natural position. Our test didn't include the preparation of a meal but we poked around enough to feel fairly sure of ourselves in according the Visitor's galley high honors. There are six lockers and a drawer, all of them large enough to be practical, and with half-shelves and other conveniences to make every cubic inch usable. The ice box would do justice to many a craft half again as large; it measures some 15 by 30 inches and is almost 2 feet deep. The ice, beer cans, etc., go at the bottom with a slotted shelf halfway up for other things.

The greatest virtue of making the Visitor a two person boat shows in the space up forward.

(Continued on page 110)

TECHNICAL AND PRACTICAL DATA ON PIERS

ONE of the biggest factors in the current growth of pleasure boating is the entirely new areas and new waters which have been opened up within the last few years. It's a bit hard for some of us who do most of our sailing on the age-old waters of the Great Lakes and Coasts to realize all this because with us whatever progress and changes there are, come slowly. In the south the Tennessee Valley Authority has built dams and lakes with literally hundreds of miles of shoreline. In Oklahoma and northern Texas there are a dozen or more large lakes already filled or under construction where there was nothing but prairie before. In the far west there is Lake Mead already functioning as a great inland sea and several other comparable projects on the way to completion. The net effect of all this has been to make boating a much more universal sport than ever before.

Among the essential accessories to boating are docks, piers, marinas, floats, yards, and other berthing and haulout facilities. In the T. V. A. area and on other federal or state controlled bodies of water these are provided or partly provided by the authority in question, but the spread of boating to these entirely new areas is indirectly resulting in its growth on other nearby rivers, lakes, and streams, where any expansion in facilities is the problem of a local club, chamber of commerce, or governmental body.

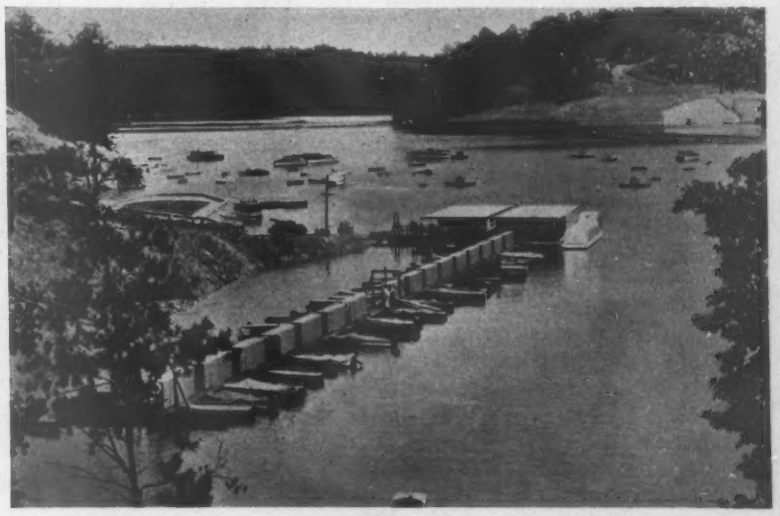
Every year piers, floats, marinas, and other boat handling facilities are constructed at various places all over the country. Judging from some of the letters we have received from time to time the question of just what to build and how to build it comes up fairly frequently even in the older boating communities where such things are not entirely new. Fortunately for us there is a specific and excellent source to which we can turn for information on this subject: The National Association of Engine and Boat Manufacturers, an organization best known for its sponsorship of the annual National Motorboat Show in New York.

In 1937 the National Association published a 90 page profusely illustrated booklet on the subject of marinas, municipal harbors, recreational boating facilities and navigable waterways. This was followed in 1939 by a still longer and more detailed treatise entitled "Marinas — Recommendations for Design Construction and Maintenance". Within the last month detailed plans for a floating pier for the berthing of small boats have been prepared for distribution. This type of equipment is particularly adaptable to rivers and lakes where there is considerable seasonal fluctuation in water level. The equipment described in these plans was developed by T. V. A. engineers for use on Lake Norris, Tenn., where a water level fluctuation of as much as 110 feet a season eliminated the possibility of permanent or fixed piers and docks. It has worked out so well that similar units are now standard for all boat concessions operated or leased by the T. V. A.

The plans call for a series of floats ten feet wide and thirteen feet long, each made up of four individual units bolted together and supported by 55 gallon oil drums. The pier can be built of as many of the thirteen foot floats as desired with a flexible joint between each. Additional four foot units can be arranged on end at the sides of the floats to provide slips and mooring berths for small boats. The plans also provide for a series of lockers for the storage of outboard motors and other gear and equipment and to be erected down the center of the line of floats. Although the approaches to the floating pier and the method of mooring were designed specifically for waters experiencing wide seasonal variation in level much of the construction and detail should be suitable for use anywhere.

The 125-page book on the design and construction of marinas, piers, basins, etc., was prepared by C. A. Chaney, senior structural engineer in the United States Engineer Office, Washington, D. C., ably assisted by the War and Navy Departments, representatives of the Forest Products Laboratories and trade organizations for the principal products used in the construction of piers, floats, etc. It contains a tremendous amount of technical data as well as discussions of the practical aspects of the construction and operation of equipment for the servicing and accommodation of pleasure craft. Among the subjects discussed in detail are the following: investigation of site, determining the marina's capacity, clearances, materials of construction, bulkhead walls, docks and walk structures, floating equipment, boat handling equipment, breakwaters and ice breakers, fire prevention and protection, water and fuel supply systems, electrical equipment, construction costs, rentals, maintenance and operation. Although much of the data and information goes beyond the scope of small club or community projects, the undertaking need not be on a grand scale in order to make the book valuable.

Copies of the plans for floating marina equipment and the book (Marinas — Recommendations for Design Construction and Maintenance) are available to officers of accredited yacht clubs, civic or governmental bodies. They may be obtained by writing the National Association of Engine and Boat Manufacturers, 420 Lexington Avenue, New York City.



A floating pier with individual slips for small boats on Lake Norris, Tennessee

ACCESSORIES—EQUIPMENT—GADGETS

A MAGNIFIER WITH ITS OWN LIGHT

HERE'S a gadget which comes under the head of things that many have seen or heard about but few know where to obtain. It's a magnifier with its own little spotlight concealed in the handle, designed to aid in the reading of charts, particularly at night. We all know what a howl the helmsman puts up when anyone snaps on a cabin light at night to aid in chart work or any of the other processes of piloting or navigation (when we're the helmsman we howl just as loudly as anyone else, and feel we're justified, too).

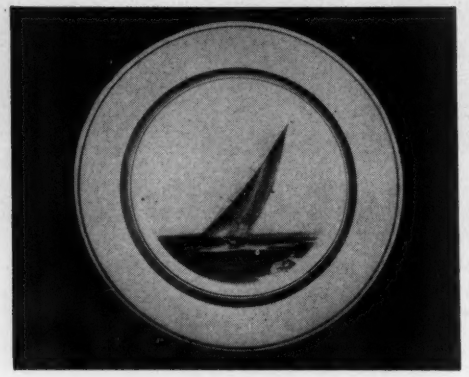
As one method of effectively reading charts without snapping on a big light we suggest the use of an S & A Firefly Reader. These come in several different sizes with various powers of magnification. The frame, etc., is of chrome plated brass, and standard size Eveready batteries concealed in the handle provide the current. Obviously, for reading soundings, the characteristics of lights and lightships and all the other fine print on charts and in tables the magnifier is a help by day as well as by night. This handy gadget is manufactured by the firm of Swift and Anderson, Inc., 111 Summer Street, Boston.

SOMETHING NEW IN PHOTO-CERAMICS

SHADES of the turbulent twenties when the world was quiet and peaceful and man enjoyed the right to throw his money away without government assistance! The other day a fellow walked into our office and produced the luxury of all luxuries — a set of dinner plates with photos of yachts reproduced on them. They reminded us of the days when 200-foot yachts were not part of the Navy and the term yachtsman was appropriately modified by the word millionaire.

Somewhat to our surprise, however, we found that the fellow with the plates was not some ghost of the past. He has worked out a method of reproducing your favorite photo right in the china, fusing it with the surface and making a most attractive and serviceable job of the whole. The photo can be reproduced in any color you may wish on semi-vitreous china with distinctive banding. The price is only $10 for the first plate and $3 for each one thereafter which uses the same photo.

There is also a set of six dinner plates made up from Levick photos of outstanding modern yachts. The prices of these are $36 per dozen (two of each of the six) and $20 per half dozen. They have been worked out by Richard P. Delano of Oyster Bay, L. I.



HOW AND WHERE TO GET GAS TAX REFUNDS

IT'S strange but true that with all the bellyaching there is nowadays on the subject of taxes, thousands of dollars in gasoline taxes every year remain in the tax coffers which rightfully belong back where they started from, in the yachtsman's jeans. This applies particularly to yachtsmen who cruise to other states and lack knowledge of the tax refund laws. There are others who forget or don't know how to claim a refund right at home.

Their old friend Texaco Waterways Service, however, has recently come to the rescue again, having just completed an exhaustive survey of the current tax laws in all the states bordering on navigable waterways. The condensed and tabulated results show not only the amount of refund in each state but how to obtain it. They have been made available to interested yachtsmen in the form of a mineographed bulletin.

Copies may be obtained without cost from Texaco Waterways Service, 135 East 42nd Street, New York City.

NEW KENYON BAROMETER

THE Kenyon Instrument Company of Huntington, L. I., is still keeping up its reputation for developing new instruments to pique the curiosity of yachtsmen and for improving old ones. This month it's a new version of one of the oldest instruments used at sea: the barometer. This one was worked out by engineer Ted Kenyon. It utilizes a strong but particularly sensitive spring which reacts to the very slightest changes in pressure. The dial is four inches in diameter and the indicating needle travels practically its whole circumference. In other words, for each inch rise or fall in barometric pressure the needle moves over three inches. Compare that to your present barometer and see what a difference there is.

The Kenyon barometer is fully compensated for temperature. It is available with either a polished bronze or a chrome plated case and the dial has a satin steel finish.

A really sensitive instrument like this gives a much better picture than the ordinary barometer of the slight variations in pressure which forecast changes in wind direction, new breezes, the imminence of squalls, and many other weather phenomena. Of course you have to be more than a "fair and warmer" weather prophet to understand what's going on, in any case.

PERSONALIZED SOAP

PERSONALIZED items with your private signal and club burgee or the name of your old hooker emblazoned on them are comparatively old stuff. We've had them on stationery, cigarettes, china, glassware, linen, and even paper plates. That list may seem to have exhausted the possibilities but there is always some resourceful soul to say it isn't so.

The latest development is in soap. The name of your boat can now be imprinted on

each cake of a very fine toilet soap along with any one of four stock designs, a wheel, a fouled anchor, a compass card, or a life preserver. The job can be done in any color — to match or contrast with the decorating theme of your craft's interior, for instance; and best of all, the design, etc., isn't just on the surface — it stays right there down to the very heart of the cake. The price, $5 per dozen cakes, might be considered a bit stiff in the soap market but for those interested in a custom designed article it's not bad at all.

If you really want to put on the dog and go the limit, the same manufacturer will imprint your private signal, club burgee, and the name of your yacht, all in true colors. These colors, too, extend to the heart of the cake. The charge for this is $20 for the first dozen and $5 per dozen thereafter.

Harmony House of 607 Fifth Avenue, New York City, are the people to contact on this soap question.

START THE SEASON

Right

WITH A NEW SET OF

CHAMPIONS

With the first breath of spring in the air, all boat basins become a bee-hive of activity. Scrapers and sand paper, varnish and paint plus plenty of elbow grease prepare your boat for the coming season. But don't forget for a minute that your marine engine needs revitalizing as well—needs that good spring tonic of new Champion Spark Plugs for renewed pep.

All spark plugs, even Champions, should be replaced after a year of service to avoid wasting gasoline, hard starting, loss of power, speed and dependability. You just can't afford to have an engine that is not dependable and you can't find anywhere a more dependable spark plug than Champion.

No other spark plug has the patented Sillment Seal which makes Champions permanently free from troublesome gas or compression leakage *common to ordinary spark plugs.* This exclusive feature insures continued uniform ignition in every cylinder, smooth flowing power and much greater efficiency and economy than is possible with spark plugs which leak.

Buy new Champion Spark Plugs for your marine engine today. You'll be starting the season right and assure yourself of the fullest measure of boating pleasure for the entire season.

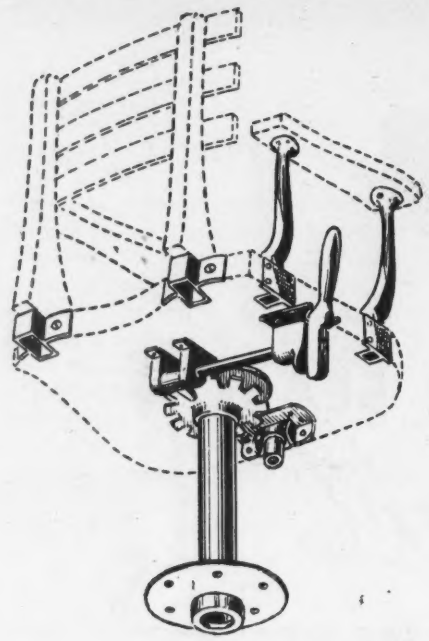
USE THE SPARK PLUG *CHAMPIONS* USE!

ACCESSORIES—EQUIPMENT—GADGETS

A 41 FISHING CHAIR

HERE's the Manhattan Marine and Electric Company's latest notion of what a fishing chair should be. The idea behind it is to provide something which is thoroughly husky and strong when in use, and which at the same time will get itself entirely out of the way and stow in limited space when not in use.

All hardware on the chair is of bronze and the seat is built of two-inch Mexican mahog-



any, then bolted with bronze bolts to prevent warping. The arms, back and stanchion are all demountable for compact stowing, and the eight-inch deck plate is installed flush in the cockpit floor leaving nothing to trip over when the chair is down. The units of the locking mechanism are closely machined in order to lock the chair tight and eliminate all side sway in a seaway.

AN ADJUSTABLE STEEL PIER

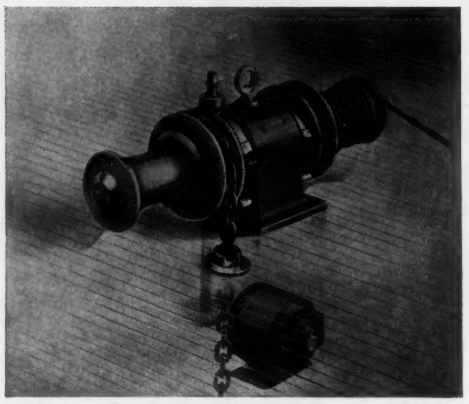
ANYONE who has had much experience around sizeable lakes or streams (or salt water bodies, either) which freeze over in the winter knows how piers and docks get twisted and dragged about when the ice begins to go out in the spring whenever there is any kind of wind or current moving it about. Wooden piers splinter and crack and even steel work twists and turns like so much spaghetti. It's better to take your pier in for the winter.

Usually that's quite an undertaking but here's one developed by the makers of the well-known Empire boat hoists with every effort expended to make the job as simple as possible. It comes in ten-foot sections each 30 inches wide and is designed to be completely assembled section by section ashore and then flopped over and floated out into position. The height of the legs is adjustable to take care of the slope of the bottom. Wooden beams and decking come knocked down and unpainted, but drilled and cut to length and ready to nail together.

At the end of the season the pier can be taken in completely and easily and stored for the winter. Assembling time for a 40-foot pier is less than two hours. The Empire Marine Company, 306 Buffalo Road, Rochester, N. Y., is the manufacturer.

REX: A NEW ANCHOR WINCH

HERE's something new in an anchor windlass which can be operated by either hand or electric power. The ratio is 36 to 1 in any case. It is available with either one wildcat and a gypsey or with two of each. A foot brake regulates the rate of speed of discharge of the chain.



Only one hole need be drilled through the deck to accommodate the power shaft, the motor being installed below. The dimensions and weights are as follows: Double (two wildcats and two gypseys) length, 35″; width, 12″; height, 12″; weight, 200 pounds. Single winch, length, 22″; width, 12″; height, 12″; weight, 138 pounds. The Rex winch is manufactured by the Darling Equipment Company of Grand Rapids, Mich.

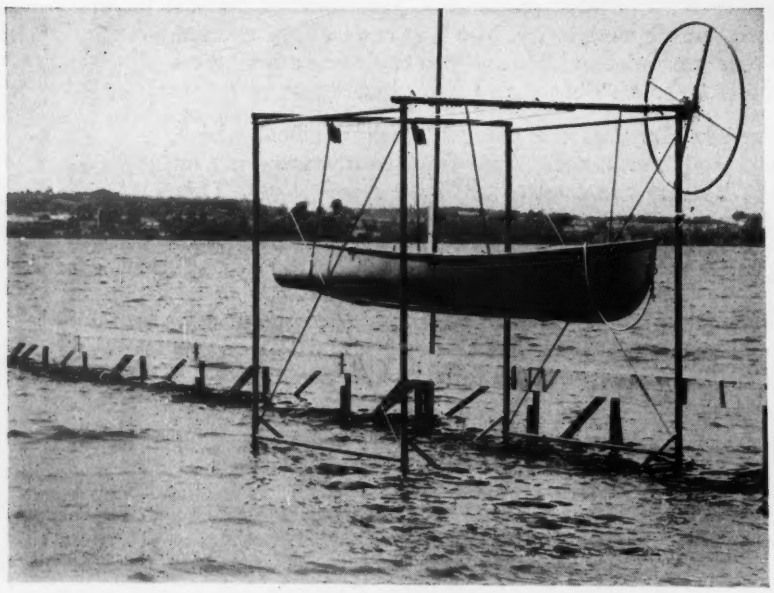
CANNED FOODS STAMPED WITH BILGE-PROOF MARKINGS

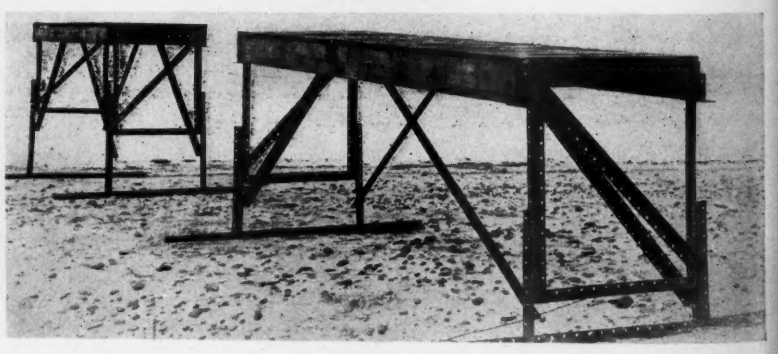
HERE's something which ought to appeal to everyone who has ever experienced the

novelty of opening up a can without knowing what was in it. We're thinking of those unfortunates whose stock of provisions, stored in the bilges or in some other low and damp place, shed their labels and become just one great mystery. Under those conditions the chances are pork and beans will come up a dozen times before you ever get those canned peaches you're really looking for.

The Yachtsman's Provision Company of Westfield, N. Y., have the answer to that problem. Every can in their line of foods is stamped to indicate the contents with an ink which is permanent and waterproof. As a further convenience the lithographed labels are merely tipped on instead of being cemented tightly to the can. The idea being that if there is the least possibility of their being soaked off you tear them off beforehand and the sodden labels will never clog the bilge pump.

The items packed in this manner include Beef Stew, Chile Con Carne, Beef Gravy, Navy Beans, Red Kidney Beans, Tomato Juice, Diced Carrots, Cut Wax Beans, Cut Green Beans, Garden Peas, Sliced Beets, and Whole Potatoes. One of the features is a handy Galley Assortment consisting of 12 cans of assorted foods packed in a special flat carton which can be stowed easily in small lockers or under berths.





FITTING OUT SEASON calls for an examination of your insurance requirements as well as an inspection of your yacht by our experienced surveyors for protection against possible hazards.

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90 JOHN STREET NEW YORK

Consult your insurance agent or broker

Abbott's 1941 Fleet

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STILL TIME . . .

for SPRING DELIVERY

ON ALL THREE ABBOTT BOATS

Visitor is the smallest auxiliary possible with full headroom, good looks, sensible accommodations and creditable performance. Depressed cockpit, sleeps two (or three). Designed by Phil Rhodes and powered by Universal "Blue Jacket Twin."

29′ 0″ x 20′ 6″ x 8′ 0″ x 4′ 6″. Sail 372 Sq. Ft. **$3100**

Over-Niter has proven comfortable, able and fast in her two years afloat. Sleeps three (or four), folding berths, 6′ 2″ headroom in cabin and toilet. Designed by Charlie Mower and powered by fully accessible Universal "Utility Four."

31′ 4″ x 23′ 6″ x 8′ 6″ x 4′ 7″. Sail 444 Sq. Ft. **$4350**

Week-Ender has spacious accommodations for four, distinguished appearance and exceptional speed under sail and power. Depressed cockpit, clear decks, shower are some features. Designed by Phil Rhodes, powered by Universal "Utility Four."

38′ 10″ x 27′ 0″ x 9′ 9″ x 5′ 10″. Sail 660 Sq. Ft. **$5950**

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indoors at Minneford's showroom, City Island, New York, every Saturday, Sunday and holiday. At other times by appointment only.

All models built by Palmer Scott, New Bedford, Mass.

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HEADACHES ELIMINATED

By

MILLARD F. TOMPKINS, JR.

FRIENDS of the waterways, have you ever had trouble with your plumbing? I am speaking now to the Skippers, to those poor unfortunates who, when that nautical gadget in the lavatory ceases to function, are forced to combine the tact of an Emily Post with the art of a skilled mechanic, first, in an effort to laugh off the embarrassing incident, and finally in an effort to get the blamed thing working again.

My own distressing experiences in this regard, oft repeated as they were, at one time gave me great concern. But not now! Experience is too excellent a teacher. After about one month as owner of a boat, I was able to tell by the gleam in the eye of a guest (more often than not a member of the opposite sex) that trouble lurked in the bowels of the ship. Within a very short time it was no longer necessary for a member of the fair sex to whisper hesitantly to my wife in an obvious aside, so that she, no less embarrassed than our guest, might secretly display our prearranged distress signal in order to send me into action. No, indeed! I got so that I could tell at a glance when the plumbing had gone awry. I became equally adept at lighting a Murad (kept on board for just such a purpose), retaining an even countenance the while. Furthermore, though no master plumber, I got so that I could even attack the seat of the trouble with an adequate tool kit and some degree of intelligence.

When I think of the things I have salvaged from the water works in my time! There were cigarette butts, of course, and buttons and nail files and toothpaste tube tops and wads of cleansing tissue heavily coated with cold cream, and matches, and . . . But why go on? We have no such trouble any more. Our marine plumbing remains in permanent repair.

The solution proved very simple, but it took me months to figure it out. With nothing more in mind than a wish to be helpful, I give it to you now, free, gratis and for nothing. Clip out the few italicized lines below, have your printer set them up in his very best type, set the result of his handiwork in a tastefully selected frame and hang the product where it positively cannot be missed. It worked for me, and I am no Specialist. Why should it not work for you?

A DROP IN THE BUCKET

This toilet, a marine affair
Lets little things get in its hair.
If left alone it does its work
But otherwise its task 'twill shirk.
So don't throw things into the bowl.
They work the havoc of a mole.
Burnt matches, cigarettes and such
Refrain from throwing. Thank you much!

THE SKIPPER

Having thus neatly eliminated for all time the problem of stoppage *within* your marine plumbing, I now tackle an even more difficult, though related, problem. I refer to stoppage *without* your marine plumbing. *Outside* it, rather. The whole subject of course is extremely delicate and I am torn between a desire to observe the utmost decorum and a wish not to be too obscure. So, to plunge once more into the heart of the trouble is to say that it centers about the "head." No nautically minded person will fail to grasp my meaning. Should the eyes of one of the uninitiated happen to stray over these lines, I can only say that there are equally acceptable definitions, but the Editor wishes me to confine myself as much as possible to nautical terms.

In all fairness I should point out that what follows will be of no practical benefit to the boat owner who, like the hydra shall we say, sports too many heads. I am trying, rather, to help the Skipper who, like myself, has but one "head" to call his own. And I call to the mind of such a man, occasions when he has waited with ill-concealed impatience without the "head" while some female guest (Heaven forbid it should have been the Skipper's wife) has taken possession of that early morning sanctuary and made the place her very own.

At first, I was inclined to think harshly of these female hangers on. Outrageously selfish, I figured! No consideration for others! But as I gave more and more thought to the matter, as I experimented unsuccessfully with first this tactful remark and then that, I was forced to the conclusion

that it was not entirely their fault. They just did not know any better. But how to tell them? Well, Skipper, I finally found a way. Next to my framed copy of "A Drop in the Bucket" hangs this companion piece. I offer it for your consideration.

GOOD MORNING, LADIES . . .
BUT REMEMBER . . .

Our quarters here are crowded.
You are not the only one;
So, when your face is powdered
And your other chores are done,
No thoughtful lady lingers
To rinse out the things she wears
Or manicure her fingers . . .
While the folks outside bite theirs.

THE SKIPPER

WHAT OUR READERS SAY

▸Much Appreciated

The Editor:

During December, I sent a pair of binoculars to the British Consulate as a result of an article appearing in one of your previous issues. In the holiday rush I sent the glasses without any letter, expecting neither an acknowledgment nor any mention of their possible return.

The two letters enclosed are in reference to that gift and were received within a week after my shipment of the glasses.

W. C. BRYANT, JR.

Bangor, Maine

Dear Sir:

I write to acknowledge the receipt of the binoculars which you so kindly forwarded. I am taking steps to let British masters and merchant officers know of the availability of these binoculars on loan through our shipping office. I am also arranging for a record to be kept of this loan so that, should the glasses survive the war, there may be a chance of their return to you.

I should like to take this opportunity of thanking you for your generosity which will, I am sure, be greatly appreciated by the officers who enjoy the use of your valuable gift.

GODFREY HAGGARD,
H. B. M. *Consul-General*

New York City

Dear Sir:

On my last visit to New York I was fortunate in receiving the loan of a pair of binoculars from the British Consulate at that port, which, I understand, have been loaned by you for use on British ships.

May I take this opportunity of thanking you? The glasses have given me good service already and I trust they will continue to do so in the troublesome days ahead.

H. C. JEFFERY,
Captain

▸A Sailor Speaks

The Editor:

Last summer I put away my paint brush and tools, closed the doors of the shed and bade farewell to my little Swampscott sloop, which at that time I was making ready for launching. My ship steamed from Boston bound for the West Coast and I had to leave my sloop sitting in that Connecticut shipyard. Since then I've spent many weary hours walking the streets of various ports, gazing into ship chandlery windows at the usual assortment of boat fittings, etc. I miss speaking to "boat-minded" people — just don't seem to be able to run across any. I usually steer clear of the different yacht clubs because it just doesn't seem fitting for a bluejacket (that's what they call us) to be in such an atmosphere. I'm always afraid of being mistaken for one of those "sailors" who refer to a four-masted schooner as a "sail boat." Makes me feel bad to be mistaken for a landlubber.

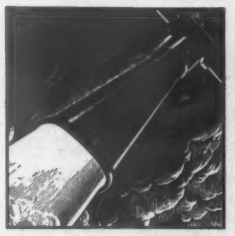
No doubt you will wonder just what this dope is getting at. Here's the whole thing in a nutshell. I've just come up for air, having been deeply buried in the January issue of YACHTING and being at a loss as to whom I could talk boats with, I just naturally picked you. I hope you won't mind. You see, I've owned twenty-three boats since I was a laddie (I'm twenty-seven now). It's a tough grind to be aboard a destroyer without a sailing

NIGHT on the water . . . sleeping on board. There's no calm like it, nothing so carefree.

But what about *fire!*

Forget fire, too, because it's *automatically* intercepted with Lux-O-Matic, the self-acting night-and-day watchman that *detects* fire, then *extinguishes* it. Lux-O-Matic snuffs out blazes in 6 seconds . . . smothers them in a blizzard of LUX carbon dioxide snow-and-gas.

Lux-O-Matic is the only mechanical automatic fire extinguishing system that's Underwriter-approved. *Trust Lux-O-Matic to give your boat instant, self-acting, fire protection.*



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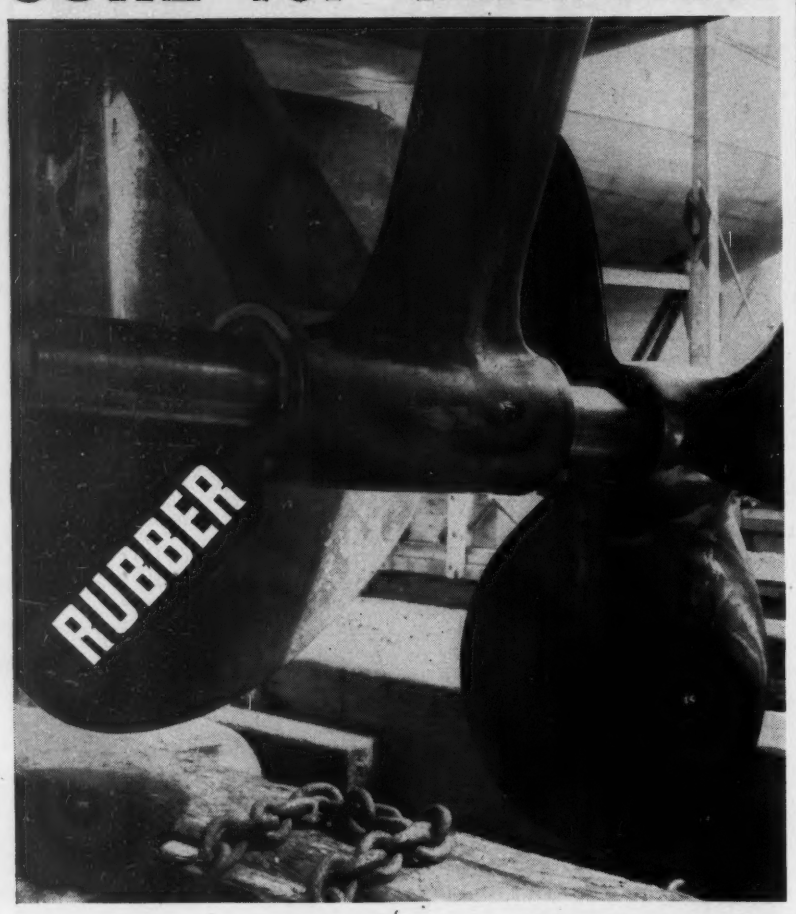
Read the story of Lux-O-Matic and other LUX Systems in "Bon Voyage". Write today for your free copy.

Walter Kidde & Company, Inc.
415 WEST STREET, BLOOMFIELD, N. J.

CURE for VIBRATION

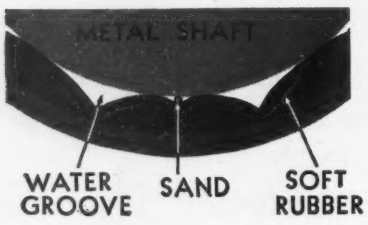


STEER clear of stern vibration this season! It will cause you worry, trouble, embarrassment and expense, even lost time enjoying your favorite sport.

Don't chance the attack when there's a sure preventive for this bane of boating!

Ideal Bearing Material

Goodrich Cutless Bearings are sure cure for "boat jitters" due to shaft vibration. Their rubber is *soft* to cushion the shaft, *firm* to support many times the shaft weight without deflection, *tough* to outwear all other bearing materials, and *slick* (when wet) to assure smoothest possible, friction-free, operation.



Sand and silt, grit and mud—sure destruction for ordinary bearings and their shafts—don't faze Goodrich Cutless Bearings. Such materials—present in all water to varying degrees—are simply pressed into this soft, tough rubber, rolled into the grooves and washed away! The result is long life for both bearing and shaft.

10 Times the Bearing Life

Goodrich Cutless Bearings outwear other types 10 or 12 to 1 with

proportional increase in shaft life. That's why they save their cost many times over.

Make this season—and many more to come—"jitter-free"! Eliminate stern vibration by installing Goodrich Cutless Rubber Bearings. You'll get the most out of your engine in power, speed and economy and the most out of your boat in comfort, relaxation and enjoyment.

Goodrich Cutless Bearings are easily installed. Check any good boat yard.

Or write direct to

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Engineers and National Distributors
AKRON, OHIO

B.F. Goodrich *Cutless*
PROPELLER-SHAFT BEARINGS

man to chin with. Most of the crew never heard of Long Island Sound. Oh, boy, when I think of the quiet anchorages along there and such sights as the New York Yacht Club fleet cruising up the Sound!

At least, *Ed.*, your magazine does me a world of good and it makes me feel good inside to know that thousands of people are still boat batty and will be bending on their canvas this coming season. I'll be thumbing the pages of YACHTING to compensate for missing the real thing.

I'll bet this is one of the worst sob stories you've ever received but, after all, why don't they pick out all the "sailors" and put them in one ship so we can swap yarns once in a while?

DANNY DALY

U.S.S. Kane

▶A Tough Salvage Job

The Editor:

Thinking you might find use for this bit from a letter from my Sailing Master, I am sending it to you as a bit of human interest.

"I had a job helping salvage the Newfoundland schooner *May and June* which was blown ashore during the breeze of September 2nd. It was lots of fun, for I enjoy that kind of job. We finally got her off one night at 2:30. It was blowing strong NW and, as we had hauled her off with anchors worked with the windlass, we had to have the Coast Guard tow us to windward after she floated. We started for New Bedford under tow of the Coast Guard lifeboat and a fishing boat but a cutter came up from Woods Hole and towed us to New Bedford.

"She was making water pretty fast and, as one gasoline pump refused duty entirely, the one remaining couldn't begin to handle the ever increasing depth of water in the hold. I bailed with a bucket which didn't accomplish much. But it kept my mind occupied.

"With her hold filled to within thirty inches of the deck beams with water, and with her engine room and after cabin full, first one rail and then the other under water and water coming across her in sheets — not to mention snow squalls — we towed her in to Casey's dock."

GEORGE B. FARNSWORTH

Miami Beach, Florida

▶Adventure in Hell Gate

The Editor:

A few years ago we bought and had rebuilt and rerigged a small half-decked sloop, 22′ 6″ over all and 19′ on the water line. We named her *Silver Cloud*.

The next year, I went from here to Long Island Sound in her. I missed a mailed bank draft en route, so left Manasquan Inlet, bound north, low in both gas and money. I sailed all day, saving the gas for the East River. The chart made it look plain enough; of course, I had heard of the strong tide and figured on starting before dawn next morning so as to pass Hell Gate with the peak of what I thought would be the favorable tide. It never occurred to me that a fair tide in New York Harbor meant a foul one in Hell Gate.

At dawn, I was under Brooklyn Bridge and soon began to realize just which way the tide was moving. I hugged the shore as closely as I dared, going through the water about 6½ knots but, when I crossed to the Manhattan side just while passing under Hell Gate Bridge, to avoid a tug and barges, the sloop was perfectly stationary. And then the gas got low.

I remembered having heard that such motors would run on kerosene when once started with gasoline. But I had only a little kerosene and I was

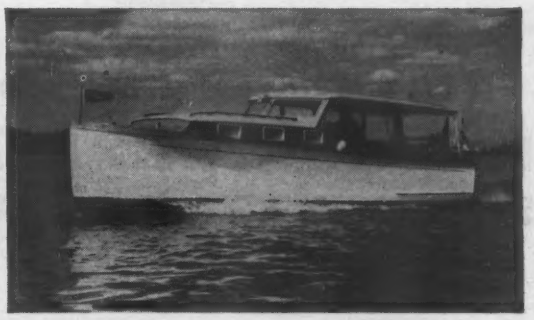
The new Richardson 31-foot deckhouse cruiser from the board of Sparkman & Stephens, is an unusually good looking model

How Experienced Boatmen *Rate Cruisers—Number 2*

"ONLY RECORDS COUNT WHEN CONSIDERING ECONOMY"

When shrewd boatmen compare operating and maintenance figures, only actual records count. And the savings reported by Richardson owners are familiar topics at every yard and anchorage. For more than a quarter century, Richardson expert design, fine materials and honest craftsmanship have meant low cost cruising. You'll find this same true economy built into every new 1941 Richardson. Smooth-running, round-bottom hulls — one piece keels of solid white oak — husky planking of bronze-fastened cedar — all save money for Richardson owners. With smart beauty, extra room, staunch seaworthiness — plus world-famous economy — a new 1941 Richardson can make this season's cruising the most pleasant you've ever known. Write now for our new 1941 catalog F-41 showing 9 different models in 26, 31, 33 and 37 foot hulls.

RICHARDSON BOAT COMPANY, INC., 364 Sweeney Street, NORTH TONAWANDA, N. Y.



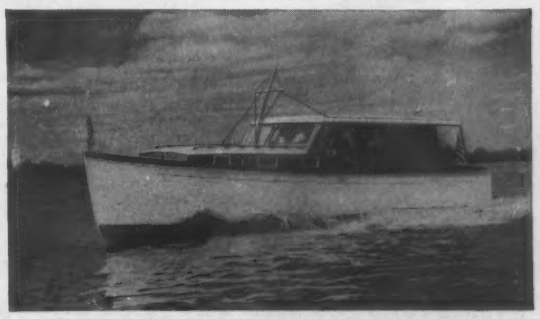
THE 1941 RICHARDSON 33 FOOTER

Smart, seaworthy, with luxurious sleeping accommodations for 4 or 6, this roomy cruiser actually costs less to own and operate than many smaller cruisers.

THE NEW RICHARDSON 31 FOOTER

A sleek, fairlined beauty designed by Sparkman and Stephens. Sleeps 4 in spacious deckhouse and roomy forward cabin, and offers extra years of low cost cruising for all the family.

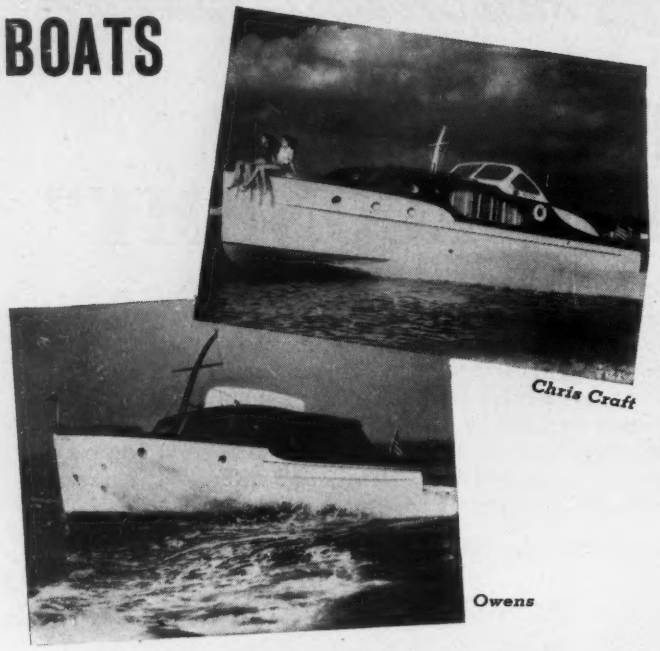
RICHARDSON
***Quality* CRUISERS**
$2,100 TO $10,000



THE NEW RICHARDSON 37′ FLAGSHIP

Sparkman and Stephens cooperated in the design of this graceful deluxe motor yacht. Three outstanding cabin plans at moderate prices possible only with modern production methods.

EVERYBODY WHO BUILDS BOATS



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...Knows the Reputation of

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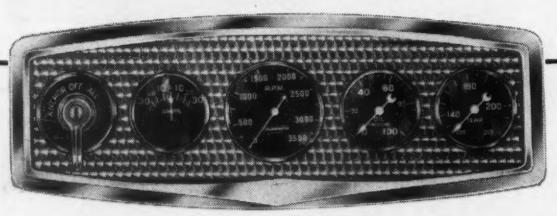
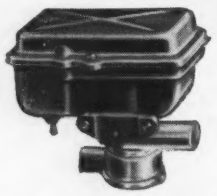
INSTRUMENT PANELS, FUEL PUMPS, AND ACCESSORIES!



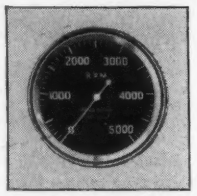
"THE ENSIGN"—for Runabouts and Cruisers

Typical of the popular Stewart-Warner panel line in its completeness, accuracy, and beautiful finish, the Ensign *is designed particularly for runabouts and cruisers* having narrow control boards. Panel is available in either mahogany, black wrinkle, or engine-turned finish. There is a Stewart-Warner panel to meet every specific demand.



Electric Fuel Pump

This Stewart-Warner Model 110-M delivers 15 gallons of gasoline per hour on *less than 1 ampere of current.* Pumping mechanism entirely separated from pumping chamber. All brass; 6-volt or 12-volt.



Tachometers

Stewart-Warner tachometers, ammeters, heat indicators, gas and oil pressure gauges *are known for reliability and accuracy* wherever motor boats are operated. Meet U. S. Navy quality standards.

WRITE TODAY FOR LATEST COMPLETE MARINE CATALOG

STEWART-WARNER

1837 Diversey Parkway Chicago, Illinois

afraid it wouldn't see me through. Then I eyed the spare pint bottle of denatured alcohol that I used to prime the stove and wondered if one-half gallon of less volatile kerosene plus one pint of more volatile alcohol would be anywhere near the equivalent of so much gasoline. I couldn't think of anything else to do except anchor, so I opened the gas tank (steering with the tiller between my knees), dumped in first the kerosene and then the alcohol and reached for the needle valve. Sure enough, I had to change the mixture a little. The motor popped once or twice and then the needle valve adjustment took care of things. I continued to hug the rocky shore as closely as possible and hoped for the best. And just 100 yards past Throg's Neck, the motor died and the tank was empty. At that moment, a faint breeze set in from the north and I made sail and started for New Rochelle.

HERBERT N. BUDLONG

Washington, D. C.

▶Yachting in Scandinavia

The Editor:

Many things have happened in Europe since we were over racing in America in 1939 and I thought that the readers of YACHTING might wish to know how things are going on here in Scandinavia.

In Finland, quite a number of boats in Viborg and other places were taken over by the Russians when they claimed and got the Karelian Peninsula. Although some boats were bombed in Abö and Helsingfors, the 1940 yachting season was a rather good one in Finland. A loss we all suffer from is that of Hango, that lovely place near Helsingfors, which was rented by the Soviets, making it difficult to visit Finland east of Hango.

In Norway and Denmark, war started April 9th, 1940, with the German occupation. Norwegian yachting, of course, has been completely dead through the war and many of the bigger motor yachts have been taken over for coast patrol work.

In Denmark, conditions were better. Early in 1940, yachting was allowed in various waters, all except those made dangerous by mines. In the summer, there was great activity in Danish yachting and most yacht clubs had their usual annual races with quite a good number of boats taking part. There was a little new building activity but not as much as in normal times.

Sweden was frightened by threats from east and north and nobody expected much of a yachting season last year but, the closer the summer came, the better it looked for the sport of sailing. In all Scandinavian nations, the restrictions of gasoline, imposed immediately after the great war broke out in September, 1939, allowed no pleasure boats to be driven by gasoline or heavy oil. So the whole Scandinavian fleet of motor boats lay around in the yards or in the water, unused, with the exception of the boats used by the Navy or the volunteer motor boat flotilla for coast patrol work.

The sail boats were allowed to sail in all inland waters but around Stockholm each owner had to have on board the boat's certificate and a permit from the Navy. With those permits, all main channels in the skerries may be used, only waters around fortresses and armed skerries being forbidden. In other places, waters within certain limits were opened for yachting and only mined waters were forbidden. In Gothenburg, as well as in Stockholm, many races were held and some of the new boats tried out.

The most popular racing class in Sweden and Finland now is the International Five-Metre Class. From twelve to twenty-five boats race regularly in Stockholm. They are lively open boats, giving the possibility of having a couple of bunks for week-end cruising and being able, even in heavy weather, in spite of their shallow draft. The class was dominated by the Sunden-designed *Ingun II*, the Holm-designed *Maribell* and the Reimers-designed *Triona* and *Hazard*. Sweden now has more than fifty Five-Metres.

The "Thirties" are dominated by the Nilsson boat *Lill Singva* and Reimer's *Korybant*. The 22-Square-Metre Class is starving out due to expensive building costs.

Scandinavia is much interested in the modern ocean racers and quite a lot of work has been done by experts of the Royal Swedish Yacht Club in connection with active naval architects to bring out the ideal handicap and building rule for ocean racers. The result is the Baltic Rule. This prevents extreme designs and has only two apparent disadvantages in that it is very complicated for the non-naval architect and takes five to eight hours to get the rating of a boat, and, second, in that it might not have been based on a sufficiently modern boat. When small corrections have been made, this rule will be the leading one in Baltic waters.

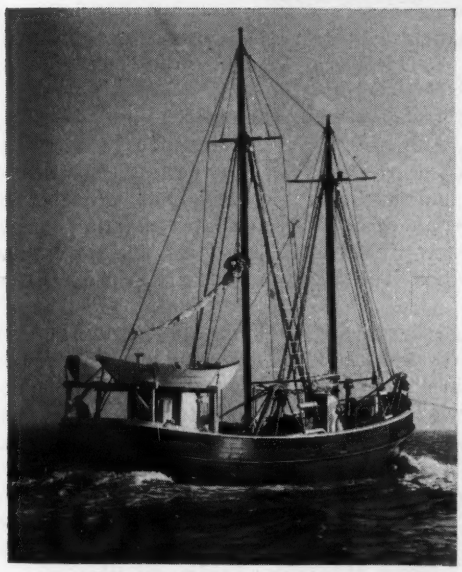
A number of cruisers are under construction. Also, great interest is paid to small, cheap classes. It is said that besides the type worked out by the Royal Gothenburg Yacht Club, Sven Salen and Tore Holm are working on a centerboard boat and that Reimers and Iverson are designing fast, modern looking small one-design boats that could easily be afforded by those whose motor boats are laid up.

All of us in Sweden hope that international visits in Scandinavia will be resumed in the near future. But nobody knows.

KNUD H. REIMERS

DEFENSE DEMANDS FAST FREIGHT

This 5400 h.p. General Motors Diesel-powered locomotive lugs tonnage up the Western grades at new faster speeds, saves time on acceleration, shows practically no power-loss at high altitudes. Braking is accomplished by "reversing" the electric traction motors.



Outstanding fishing boat built on the Atlantic Coast in 1940 was the 71′ "Catherine & Mary," home port Edgartown, Mass., now operating off Norfolk, Va. Her owner Norton, selected a 165 h.p. Gray Marine Diesel with a 4.4:1 Reduction Gear.

What's this Freight Train doing in this Boating Magazine?

THE 2-cycle Diesel Locomotives which are now in operation on main-line freight trains are larger units of the same engines which have revolutionized transportation on the fast transcontinental passenger trains. They are built to the same design as Gray Marine Diesels, which are based on the engine developed and built by General Motors, adapted and equipped for Marine Use by Gray.

There's new Better Power in Today's Fast Freighters . . . Gasoline or Diesel

THE powerful 2-cycle Diesels and the fresh-water cooled gasoline engines which Gray builds for the heavy-duty jobs represent an important advance in marine design. They demonstrate that the engines of yesterday are no longer good enough for the best that today demands.

Gray Marine Diesels Meet the Needs of a Streamlined Age

In the Alaskan Halibut Boats, running 1,000 miles out of Seattle, in the Gulf Shrimping Fleets, in the Chesapeake Bay freight Boats, in Government service, on South American Rivers, and all over the world, these remarkable engines are moving freight faster and cheaper. No wonder Yacht Service is play for these engines.

ONLY GRAY HAS ALL FIVE:

1. Cruiser Engines* for Cruisers.
2. Runabout Engines for Runabouts.
3. Racing Engines for Racing.
4. Workboat Engines* for Workboats.
5. Auxiliary Engines* for Auxiliaries.

*Gasoline or Diesel

FREE GRAY LITERATURE

Gray has these Catalogs for Boat Owners:

1. Master Catalog of Gray gasoline engines, with installation drawings. 26 Models, 52-pages. Ask for catalog 840.

2. De luxe Catalog of Gray Marine Diesels. Full specifications and installation drawings. 44-pages, 155 illustrations, Catalog 499.

3. Pocket Catalog of condensed specifications, with tables of propeller sizes and prices. 48-pages, Catalog 61.

4. "Gray Marine Diesels at Work." Complete operating data on 60 workboats in various types of service. Illustrated.

5. Propeller Data Summaries: Please specify engine model or type of boat.

6. Monthly Bargain Sheet, factory-rebuilt and discontinued models.

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There are Gray Distributors all over the world, in 55 countries.

The above list covers the large centers of population only. Lack of space does not permit listing of several hundred others.

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Insist on An ELECTRONIC *Vibrator* Power Supply

● The heart of your ship-to-shore telephone is the power supply. That's why it's so important to specify the type that is most dependable, economical, and convenient. The Vibrator type power supply, equipped with an *Electronic* Vibrator is the modern answer to these, and all other requirements:

Instantaneous Current—A Vibrator type power supply gives instantaneous current. No waste of precious moments in an emergency, waiting for a generator to get under way.

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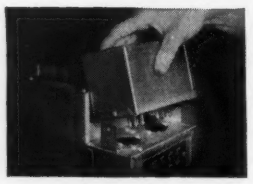


Used by Defense Forces—U. S. Army, Navy and Coast Guard use Vibrator type power supplies in many radio applications, and find they meet their rigid specifications and tests fully.

When you order your ship-to-shore telephone from your supplier, *insist* on an *Electronic* Vibrator Power Supply.

ELECTRONIC LABORATORIES, INC.
INDIANAPOLIS, INDIANA

ELECTRONIC Power Supplies

"A SHIP'S NEVER FINISHED UNTIL SHE'S SUNK"

(Continued from page 29)

ship and one in which a touch of modernization is often a great help. Improvements are constantly being made in stoves and other galley equipment. There are several new pressure alcohol and pressure kerosene stoves available which are a long jump ahead of those of older vintage. For larger craft, in which a considerable amount of cooking is done and stove efficiency is really important, there is Porthole's Constant Cooker, a thoroughly engineered and scientific successor to the old galley range. This comes in two sizes and in Monel, stainless steel or black steel finish. A continuous fire consumes only two cubic feet of coal per week. There is plenty of room for four or five pots, pans and skillets on the top, and an oven which attains uniform temperatures of 400° to 500° in an unbelievably short time. Best of all, the body of the cooker is insulated to keep the galley temperature at normal levels.

As for galley utensils, the more we see and use the pressure cooker described in YACHTING in May, 1940, the better we think it is, both afloat and ashore (incidentally, we use it almost daily). It saves food, it saves time, and turns out better tasting victuals. On craft with cramped galley stoves, it not only provides a means for roasting meats in half an hour or so but also permits three vegetables to be cooked in the time ordinarily required for one.

THERE comes a time in the life of every ship when mattresses and cushions have to be replaced. While the easiest thing to do is restuff or remake whatever you already have, look into the possibilities of getting equivalent or more comfort in less depth and thus increasing the amount of locker and drawer space beneath the berths. Some of the new latex materials, such as Firestone Air-Tex or the new "roll-proof" Air-Tress pneumatic mattresses, offer these possibilities. The latter are described in YACHTING, February, 1941.

Among other items which make cruising and living aboard more pleasant and comfortable are such things as electric toilets, sound insulation for the engine compartment, heat insulation for deckhouse and cabin roofs, and the new bronze screening which simulates the construction of venetian blinds and does an even more efficient job of shutting the heat of the sun out of the many-windowed deckhouses of modern power cruisers.

In the navigator's department, much of the equipment, of course, is not permanently installed but that very fact is what a great many navigators kick about. Fitting out season is an excellent time to take care of the matter of adequate storage space for charts, tide tables, books and other nautical paraphernalia. And how about a real chart table of some sort? These are things that have to be worked out to fit the individual boat. Just because they are not listed in manufacturers' catalogs doesn't mean they are not important.

Another item the navigator and watch on deck will appreciate is the watertight clock for deck installation described in YACHTING, May, 1940. This has special glareless electric illumination and a sweep second hand. The case and dial match those of the Kenyon speedometer.

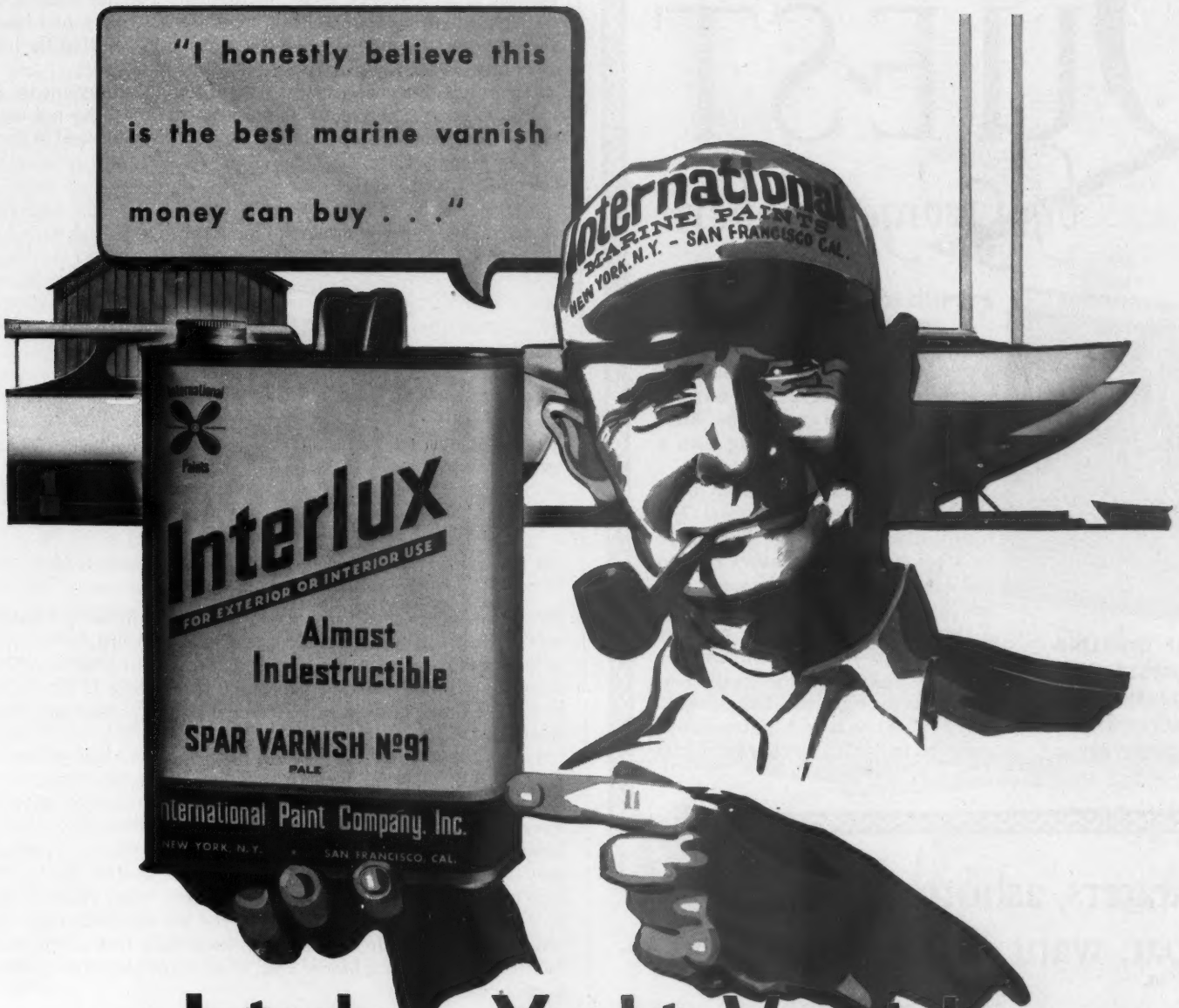
THIS brings up the subject of speed gauges for sailing craft. There are the regular Kenyon-Davis model which works on a modified Pitot tube principle, the Fisher-Pierce Little Captain for open boats, and several others to choose from.

On deck and aloft there are usually several ways in which rig, fitting, etc., can be improved. Most of these problems are so specialized that about all we can suggest is a couple of hours' perusal of the catalogs of leading marine hardware dealers to track down the equipment best suited to your individual problems.

Even the age-old problem of ground tackle has developed some decidedly new angles within the last few years. A kedge anchor of sufficient weight is hard to beat for good old-fashioned dependability and anchors of that general type have done such a good job for so many years that it has been slow work persuading many dyed-in-the-wool cruising skippers that the newer types, such as the Plow, the Northill, and the Danforth, have any virtues to recommend them. The whole anchor question is quite involved but it doesn't take much handling of the new types to convince one that there's a lot more than theory which is involved in "more holding power per pound of weight."

Many of the best improvements for your boat cannot be bought but must be worked out by the individual. These personal additions and alterations can go a long way toward making your boat more pleasant both for day sailing and cruising. Detailed descriptions of each of the following suggestions have appeared in the "At Home Afloat" section of past issues of YACHTING. We're including only a few of what we consider the best items.

There are ways to make a cockpit comfortable other than by building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Seafarers, ashore and afloat, want these books, too—

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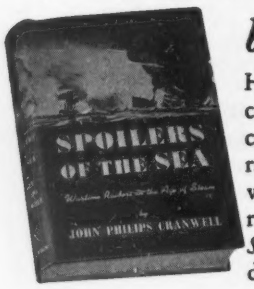

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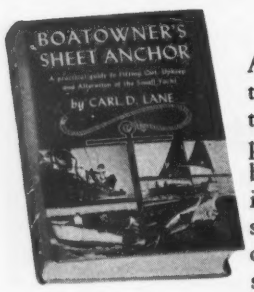
Here are tales of real adventure calling for unlimited courage and resource. Based largely on personal accounts of the participants, they make a vivid narrative of one of the few phases of modern war in which individual enterprise counts most. The stories range from Confederate steam raiders to the *Graf Spee* and the *Lutzow*, and they are filled with anecdotes and human interest. Illustrated. $3.00

Boatowner's Sheet Anchor
by CARL D. LANE



A practical guide to fitting out, upkeep and alteration of the small boat, both power and sail. Contents include: determining the best type for your purposes, acquiring a boat, how to inspect used boats, converting, the hull, above the rail, painting, interior accommodations, shipboard upholstery, sails, masts and spars, rigging, dinghys, care of the boat, etc. Detailed costs and money-saving suggestions are given under each subject.

Illustrated. $2.75

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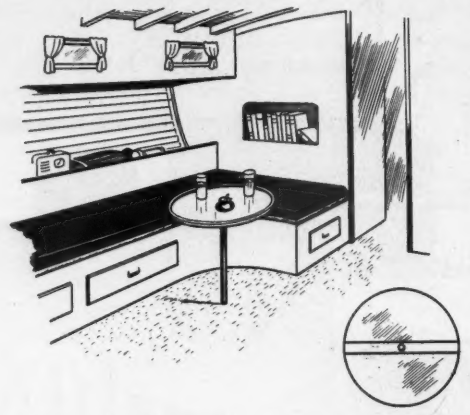
a doghouse. One of the best of these is a seat back (see YACHTING, November, 1940) built with a slot to fit over the coaming. This back rest is easily removable; while in place, either in port or under way, it makes a shallow cockpit as comfortable as the increasingly popular sunken type. If you do have a doghouse, though, it wouldn't be such a bad idea to build a telescoping extension tiller (see December, 1940) so that the helmsman can steer from inside the shelter.

The cabin offers the greatest possibility for improvements. Perhaps the old table takes up most of the floor space. If so, why not replace it with one of the various folding tables? One of these, described in the November,



A handy drinking table. The batten across the bottom provides strength and a socket for the leg

1940, number, folds flat against the bulkhead, forming a buffet when not serving its primary function. If a gang comes aboard, however, there won't be sufficient room to erect a full size table without crowding. At such times, a small, compact drinking table, like that shown in the January, 1941, issue, will prove indispensable for holding the bottles and glasses for the assembled throng.

Especially in small and medium sized boats, folding gadgets of all kinds prove useful. They can be fitted in many places. Shelves that fold against the bulkhead afford much needed space for the cook to work on (see February, 1941) and folding seats, like the one described elsewhere in this issue, can be installed to advantage in countless places. If properly located, they use only space which otherwise might be wasted. Bunks of the folding type may also be preferable to those you now have. There is one described in YACHTING for July, 1940. Such a type has the advantage of permitting bedding to stay made up and provides a back rest to the transom seat, the cushion of which is harder than a berth and therefore more suitable for daytime use.

Besides serving as a back rest, the bottom of such a bunk is an excellent surface on which to construct a large but shallow rectangular box in which charts may be kept both flat and dry (see March, 1941).

There may also be insufficient stowage space for clothing in your small boat. If so, a fish net clothes hammock, like that described in the March, 1941, issue, might be welcome.

EXPERIENCED owners of sail boats will check rigging, fittings and sails before launching. Old sails should be inspected for wear, especially at the head, clew and tack and at the ends of the batten pockets and then repaired where necessary. Perhaps you feel that your boat needs a new suit as well. If so, it might be best to pause before ordering a duplicate of the old, successful sail. You may get an even better one. We're not recommending a new sailmaker but want to call attention to new materials. Have you heard of the new processes for waterproofing canvas? One method makes it dark as well as waterproof but, for this reason, is less apt to cause eye strain from glare. Another process does not alter the appearance of the sail. Why not consult your sailmaker and others "in the know" before rejecting the idea of trying something new along this line?

Perhaps, also, you're a cruising man and all your old sails are going by the board. Why not replace the old, flat spinnaker with a parachute, and get a few other light sails? These are not only faster but, if not too extreme in type, can prove quite practical and lots of fun for cruising.

Maybe your old boat could do with a few new fittings. If she is a racer, a halliard catch might be considered and the heavy bronze spar fittings replaced by light, strong duraluminum ones. A few of the old cleats might well be removed in favor of modern ones of the jam or cam type. But don't make the mistake of using these everywhere. They are practical on only certain types of boats and for specific purposes. Perhaps you might consider a new winch or two and a roller reefing gear. No reason why the old boat must become antiquated. Not every boat will want these "improvements" but almost all would benefit by a few.

If standing rigging needs replacing, you may want to use the same old galvanized wire. But don't do so without first weighing the advantages of

stainless steel, streamlined rod rigging and the single strand wire now popular on many small boats. They are a bit more expensive but, in countless ways, are better than what we all used ten years ago.

No yacht is properly fitted out until she has a good tender. If you are dissatisfied with your present one, there are many new types from which to choose. For a high speed job, appropriate for a good sized yacht, there are new 16- and 18-foot round bow tenders. These have an extreme flare which makes them dry, they are seaworthy and, since the cockpit is amidships and the V-drive engine is aft, they ride well with a full load of passengers.

As a slow speed power tender, several new skiffs in 12, 14 and 16 foot lengths are more than adequate and are inexpensive. Small air-cooled motors of various makes provide economical inboard power for these tenders and for dinghies. Outboard motors have also made much progress. You no longer have to be a millionaire to own a power tender of some sort.

New types of rowing tenders are also available. Plywood construction has made possible light, strong hulls that are inexpensive. And now a new process permits this marine plywood to be moulded to any shape. The racing yachtsman will be especially pleased with an eight-footer of this type. She weighs less than 60 pounds, stows easily on deck and, in a pinch, can carry five adults. Furthermore, she can be fitted with a centerboard and rigged for sailing.

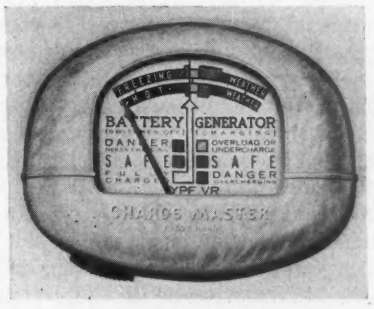
The sailing type tender is becoming increasingly popular with the advent of Penguin dinghies. These moderate priced 11′ 6″ plywood boats were designed primarily for sailing but make fine light rowboats as well. Many yachtsmen carry them to serve a double purpose.

If your power plant was working well when the boat was laid up in the fall, there should be no necessity for a major overhaul. In fact, it will be better to leave the engine alone except for cleaning and minor jobs. The entire system should, however, be examined carefully and any necessary repairs and replacements made.

First, look at all outboard connections and their fastenings. See that they are clean and free from any marine growth and that the screws or bolts securing them to the hull have not deteriorated. Go over the cooling water line, making sure that the sea cocks are in good shape and that the hose and connections are fit for another season's use. See that the water pump is working properly and that its body and impeller have not been scored by sand in the water.

The fuel line should run where it is protected from mechanical injury and it should have a shut-off cock at the tank. And now is a good time to check up the filling and vent pipe arrangements on the fuel tanks, making sure that all the requirements of safety are met. Some old boats have some queer arrangements, so see that your boat is safe and that no gas can reach the bilge. And clean out the tanks and check their saddles and the way they are secured.

Spring is a good time in which to go over all the engine controls. Clean and oil all the connections and look over the layout of spark and throttle controls. Does the motion of the hand lever on the bridge repeat itself at the engine or does a small motion of the lever produce a large movement of the throttle? If the latter, a rearrangement of the system will be advisable. Perhaps shifting one bell crank will help. Lay it out on paper before making any change, however, or you may be disappointed.

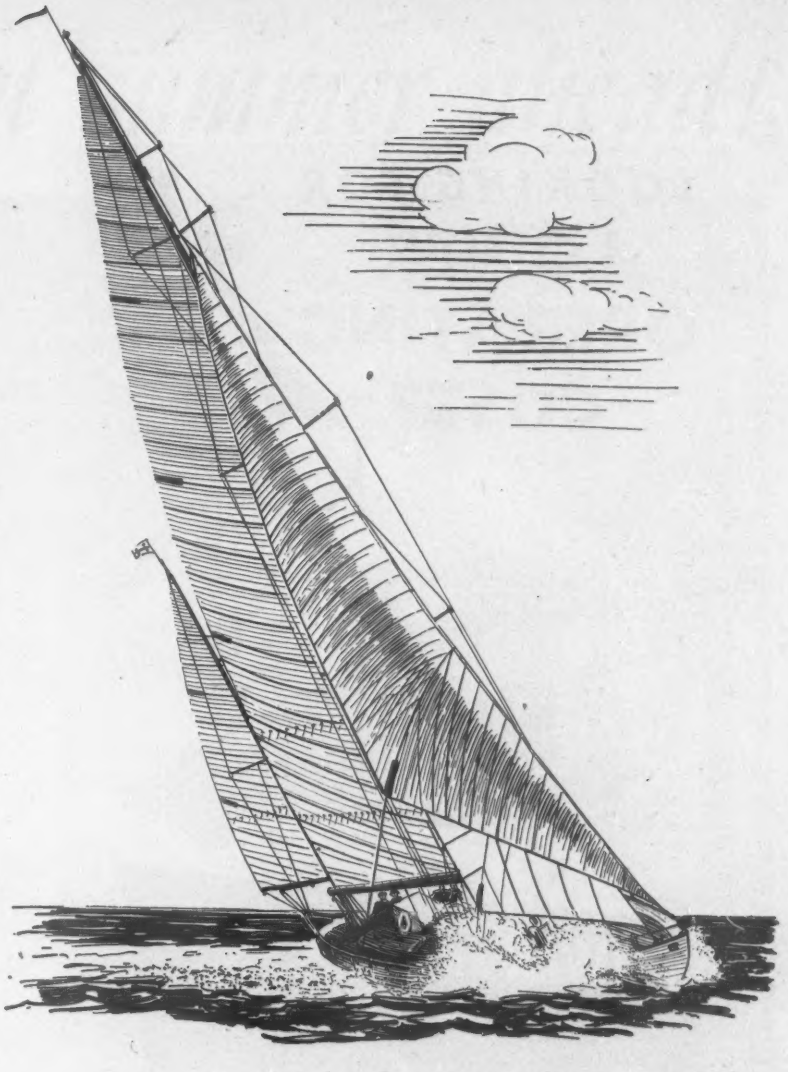


A Charge-Master combines the functions of a hydrometer and an ammeter, indicating battery condition

Inspect the exhaust line, looking for corrosion near the manifold and making sure that the line has not drooped anywhere, forming a new low place that will be hard to drain. Renew any worn or broken piping and, if there is any flexible hose in the line, see that it is in good condition.

Go over the ignition system, renewing any poor wiring and checking up all connections for condition. Clean distributor points carefully and examine the generator brushes. Check the spark plugs for broken insulation and see that the gaps are correct.

And flush out the engine crankcase, change the oil in the lubricating system and clean the oil filter. Finally, get a copy of Form 1509, "Motor Boat Owner's Annual Self Inspection Form," prepared by the U. S. Department



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Perfect sailing weather — the rhythmic beat of a well-tuned engine — the surging power of neatly trimmed sail . . . that's yachting at its best!

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of Commerce, Bureau of Marine Inspection and Navigation, and make sure that you have attended to all its suggestions and can truthfully fill out the Safe Operation Certificate.

YES, another season is about to get under way. Another period of preparing for pleasure afloat. Some yachtsmen are planning to put their boats in good condition — almost as good as new. Others, with a different conception of what fitting out means, are going beyond the sanding and the painting and, in 1941, their yachts will, in many ways, be better than they were in 1940 — better than new.

"SAILING YARNS"

(Continued from page 33)

you sail a Class J yacht or a Star, for it gives, in addition to the bare figures, the suggested weight canvas to be used for the mainsails of the various racing classes. This highly controversial question will probably never be settled. A mainsail made of light-weight canvas will suck out in the center when set with one of the new big Genoas; a heavy main, which holds its shape, may stop the boat dead. Rule of thumb and past experience are the only present bases for judging proper weight. Comparatively little exact scientific work has been done on sails.

WEIGHT OF CLOTH

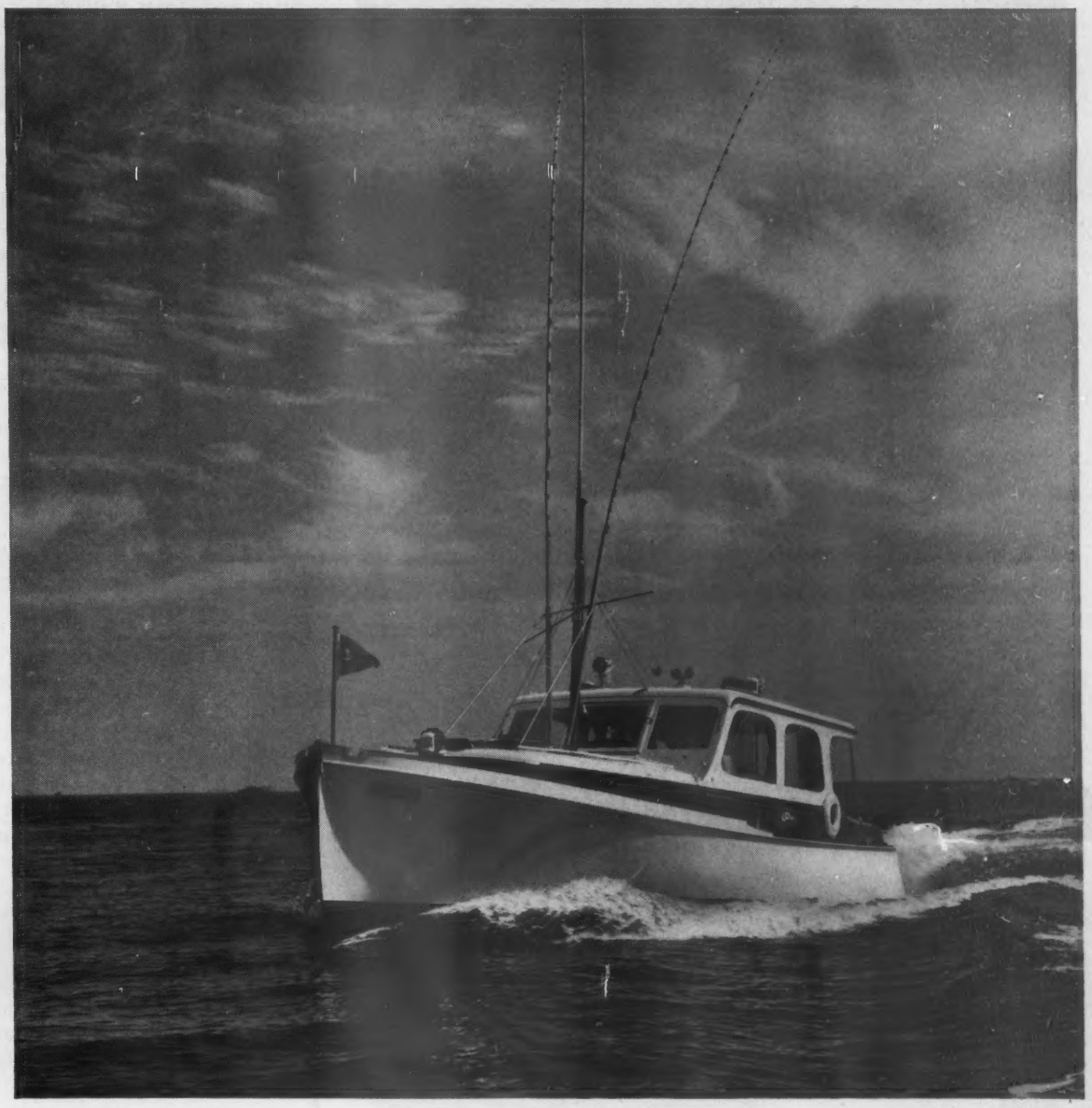
	No. of Canvas	*Ounce canvas United States Standard of 1 linear yard 28½ inches wide*
	00	
	0	
	1	
	2	
(Class J)	3	
	4	
	5	*Equivalent Weight of Canvas*
	6	
	7	15 ounce
(Class M)	8	14 "
	9	13 "
(Twelve-Metre)	10	12 "
(Ten-Metre)	11	11 "
(Eight-Metre)	12	10 "
	13	9 "
(Six-Metre)	14	8 "
	15	
	16	7 "
	17	6 "
	18	
	19	
	20	5 "
	21	
Balloon Cloth	4	
	3	
	2	

THERE is no way that the average yachtsman, or even an expert in fabrics, can judge by looking at and examining a piece of canvas, whether it will make a good sail. You can blow through a piece of canvas until your lungs wear out and be no wiser about its particular merits than if you had saved your breath. By blowing, you are supposed to be able to judge something about the porosity of the cloth. Even presuming that porosity is all important, an unmeasured breath is a pretty poor basis for judging what will happen to a sail measuring some hundred square feet when it meets a breeze. This blowing business does not show anything about the degree that the yarns in the cloth may shift and the cloth distort when the sail is subjected to real stress. With light-weight sailcloth, you can tell something — but not nearly enough — by grasping the sample in either hand and pulling. A good fabric will hold its shape. But, as a general rule and conforming to the usual practice, the yachtsman must trust to the sailmaker to know canvas.

Curry, in his report of tests made in the experiment station at Göttingen, attaches great importance to the surface smoothness of canvas. The surface friction of "ordinary" duck he puts at 83 units. The same duck, after the surface had been singed by a flame, created a friction of 50 units. When the duck was given three thin coats of varnish, the surface friction created dropped to 47 units. "In other words," says Curry, "the surface friction can be reduced 40 per cent, which is approximately the equivalent of the total resistance offered by one man sitting on deck for each twenty-five square yards of sail area."

Varnishing a sail also makes it impenetrable, a quality which Curry does not rate highly, but others do. His example of a bird's wing through which "one can easily blow . . . in any direction yet it is the most efficient sur-

There's a long, hot summer ahead!



The "38" DeLuxe Sedan, right, is regarded as the most complete cruiser of its size afloat. Standard equipment includes crew quarters, two toilets, galley, large enclosed deckhouse and big roomy aft cockpit for fishing. Sleeps a total of 6 and features hot and cold water, pressure water system, shower room, an abundance of locker space, and the huskiest hull in its length built today.

•

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•

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YOU'LL LAUGH at heat waves ahead, aboard your sleek husky Matthews because every cabin and compartment is insulated against sun heat to give you cool, comfortable days and nights afloat.

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For years, owners everywhere have preferred a Matthews for its stout, rugged hull, beautiful lines in perfect taste, and the satisfaction of knowing they have the ultimate in top quality.

If you're going to be afloat this summer send today for our descriptive circular on the 34-38-46 or 50.

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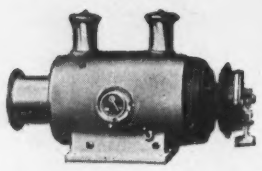
"Wherever you cruise . . . you'll find a Matthews"

There's more power, more beauty in Dol-lar's A-E-CO Windlass



A-E-CO Type E, Size 1, Windlass for yacht Dol-lar, designed by J. L. Hacker, built by the Fisher Boat Co., Detroit, Mich.

AN A-E-CO windlass has power, all the power you want for ordinary use, 60% extra power for emergencies. But an A-E-CO windlass has more—an extra measure of beauty that enhances the deck appearance of a yacht. See that you get more power, more beauty. Insist on an A-E-CO windlass.

Other A-E-CO Products: Lo-Hed Hoists, Hele-Shaw Fluid Power, Taylor Stokers.

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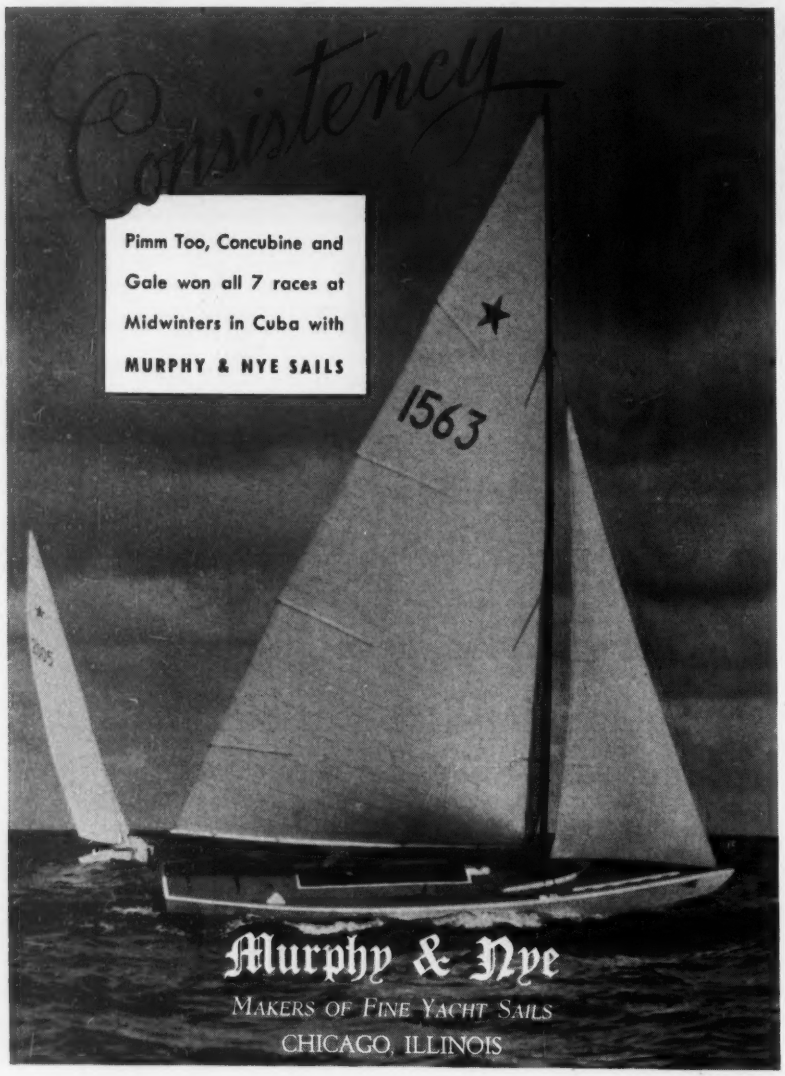

Consistency
Pimm Too, Concubine and Gale won all 7 races at Midwinters in Cuba with MURPHY & NYE SAILS
1563
Murphy & Nye
MAKERS OF FINE YACHT SAILS
CHICAGO, ILLINOIS

face that exists" is probably too well known to need restatement here, except to open again the discussion on the importance of the density of sailcloth.

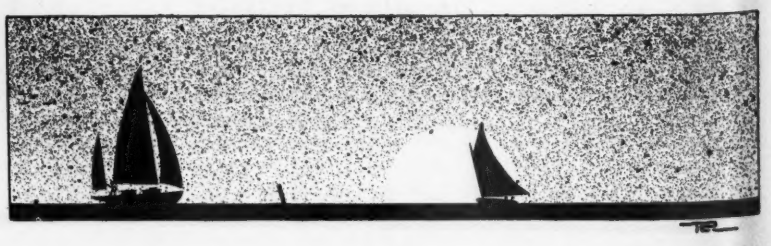
The reason (aside from cost) why silk is not used for the kites of modern racing yachts is because of its extreme porosity. When the wind is just a hair above Force 0, a silk spinnaker will fill but its pulling power is hardly enough to get the boat over the line. And as soon as any breeze comes up, it blows right through the silk. At a time when a cotton spinnaker is pulling so hard that the sheet and after guy have to be handled on a winch, the lines of a silk spinnaker can be held by hand.

OLD-TIME fishermen who raced their schooners regularly doused the sails with water to tighten up the canvas and make it denser. It was all unscientific, but apparently it worked. Last season, a modern version of an impenetrable sail appeared on Frank Paine's *Gypsy*. If you follow the racing results, you will recall that *Gypsy* led the fleet home so many times that competitors stopped thinking it funny. *Gypsy's* sails are black and the blackness is caused by a special treatment with synthetic rubber. This treatment was given the canvas before the sails were cut, and adds approximately 20 per cent to the weight of the cloth. According to Ray Hunt, of Wamsutta, who has been working up at the mills in New Bedford on this still experimental process, it does not noticeably stiffen the cloth and it makes it impenetrable. Whether it was the new sailcloth or a slight change that Frank Paine made in the sail plan which brought *Gypsy* out in front during her second season, cannot be determined because both were tried simultaneously. Lighter weight canvas than would normally be used was selected for processing, an allowance, of course, being made because the process adds weight. But this added weight could not make up for the difference between the 3-ounce Genoa that *Gypsy* carried and the more or less standard 5-ounce Jenny. According to tests made on pieces of the sailcloth, after one season's use, there had been no detectable deterioration.

These sails, although different, are not nearly so radical as others which are now being tried. If, as and when success crowns the experiments now being conducted with sails made of synthetic yarns, yachtsmen may experience some really revolutionary changes. Just as cotton canvas broke into the news during the first race for the America's Cup, so also did the synthetic fabrics make their first serious bid for fame in the 1937 Cup series. Great publicity was given to *Ranger's* quadrilateral jib and spinnaker which were made of Cordura (a yarn now being used in the manufacture of automobile tires). According to the reports, this cloth sounded like a yachtsman's dream come true. It was said to be strong, yet light in weight, and impervious to such fungus growths as mildew. The cloth, however, was definitely experimental and yachtsmen who wanted to try it found that it was not available. Since then, various other synthetic fabrics have been used for experimental sails which are being tried under varying conditions. During the 1940 season, several sails for small boats were made of Nylon, and a suit of Vinyon sails was made for a cruising boat; because they were delivered late in the season, they were never bent.

ACCORDING to the manufacturers of Vinyon (basically salt, coal, lime and air), the yarn is definitely and permanently water resistant. If this water resistibility is proved in practical experiments, a long standing difficulty with the synthetics may finally have been licked. For one of the chief problems in the use of synthetics for sailcloth has been that the synthetics lose strength when they are wet. Cotton is actually stronger wet than dry. Another of the problems with synthetic yarns is that, although they may stretch while wet, they do not, upon drying, have the same ability as the natural fibers to shrink back to shape. If a synthetic yarn can then be made to be waterproof, these disadvantages may be overcome. These man-made yarns are, of course, smoother than those made of natural fibers, for the synthetics can be manufactured either of a single filament, or of fibers made in any desired length.

Such remarkable progress has been made by the manufacturers of synthetic yarns that, unless the defense program sidetracks the present experiments, we may all, before long, be setting synthetic sails to real breezes. But before that day dawns, many experiments will have to be completed by the weavers and by the sailmakers. Cutting and sewing the synthetic cloth is different from handling cotton canvas and changes will have to be made in the methods used. But sailmakers have varied their methods before and they can again. Whether or not we drive forward under *ersatz* sails depends on whether the man-made yarns can stand up and take it.



The oil pump screen on the left was taken from an engine which had been run on the improved Duplex Marine Engine Oil. The other two were from identical engines run much shorter distances on other well known oils.

● Certainly, no engine can get proper lubrication if the circulation of oil is hindered by a clogged screen or clogged oil passages. Yet look above at the sludge formed by oxidation in chemically *unstable* oils. Then compare the two glutted screens with the clean one . . . convincing evidence of the relative stability of the improved Duplex Marine Engine Oil.

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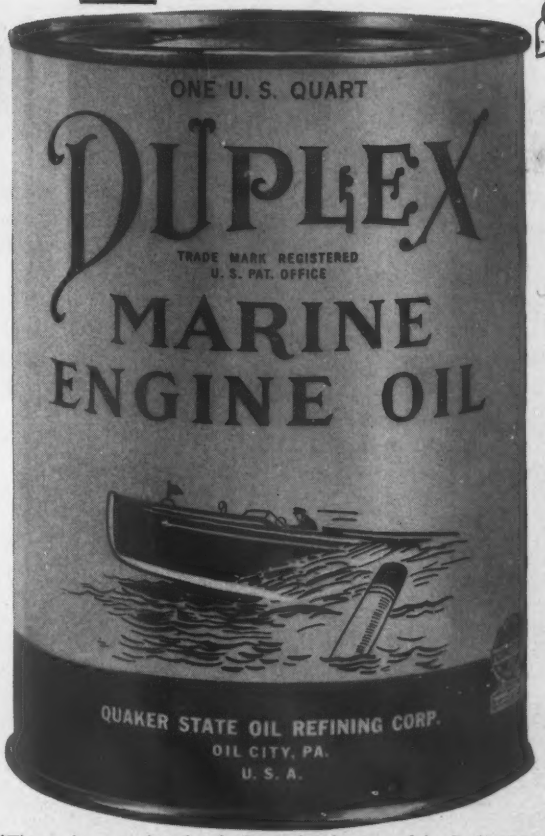

*This work was conducted at the Research Laboratory of the Quaker State Oil Refining Corporation. Engine tests were run under the supervision of Quaker State engineers and chemists with the collaboration of engineers of the Pittsburgh Testing Laboratory. These engineers from an independent laboratory were invited to cooperate in this work to assure completely impartial judgement of the merits of the oils which were tested.

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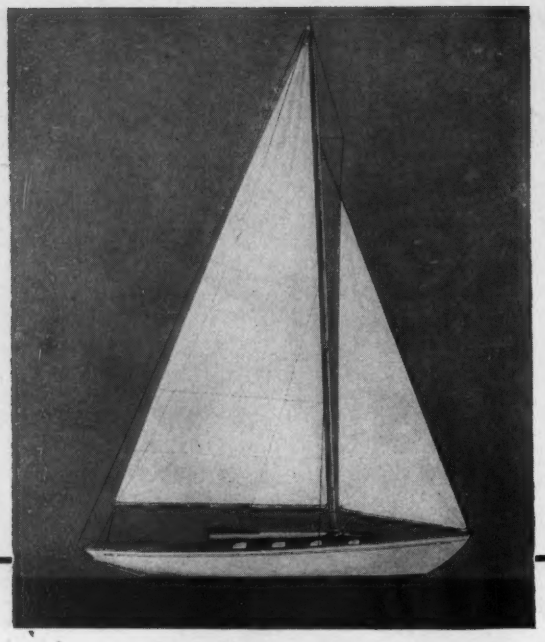

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A CRUISE TO HAITI AND EASTERN CUBA

(Continued from page 40)

To return to Fort Lauderdale. In addition to the greenhorns from Kentucky, a good amateur volunteered to run to Miami with me for the fun of the trip. This was most fortunate as both Kentuckians were dead to the world with acute seasickness in fifteen minutes after crossing the bar at the entrance of Fort Lauderdale Harbor.

After leaving the railway, we negotiated the first three bridges without difficulty but, just as we were about to pass through the last one, we heard frantic shouts from shore and discovered that, since we had gone up the river six months before, about a dozen electric light and telephone wires had been strung across at a height of only thirty-five to forty feet. It was then too late to stop and we swept through the draw at about three knots, fearing we might lose our mast; instead, all the wires were snapped like so much sail twine without leaving a scratch on our spars or rigging.

The run to Miami was uneventful and there I started to get a permanent crew. One of the large grocery companies said that they could get us any number and any kind of seamen, engineers or cooks. I thought I would give them a trial and the result was the worst collection of bums I have ever seen. One man they recommended for seaman I tried for half a day and found he could not even tie a square knot. Subsequently, I learned that his previous sea experience was that of a mess boy on a steamer and his last place in jail as a convict.

After wasting two days with the grocery company, I did what I should have done in the first place: advertised in the Miami newspapers. This brought results immediately and I hired a first class Danish able seaman of the old type, an excellent rigger, sailmaker and helmsman, quick as a cat aloft in the roughest weather, but so fond of liquor that we found it impossible to keep him later on. However, for the first two months, while we were constantly on the move, he was an excellent man. The steward, Otto Larsen, also came as the result of the same advertisement and was most satisfactory, being a good seaman as well as an excellent cook. He stayed with us during the whole of the five months and cooked in rough weather, both by day and by night.

Monday, December 1st, arrived and, with it, Sanford Cluett of Troy, New York. Tuesday, Barthold Schlesinger came from Boston. Everything so far had gone according to schedule but the strenuous pace had been a little too much for me and Tuesday and Wednesday I kept to my berth with a bad cold. Thursday morning saw us under way for Nassau. We crossed the Gulf Stream under power and sail, allowing 21 miles for the current which proved to be five or six miles too much.

We had taken our departure from the bell buoy outside the Cape Florida channel. The course from there to Gun Cay Light is E¼S, 43 miles. We actually steered SE by E¾E which made a net allowance of 16 miles, 21 miles for the current, less five miles for the northerly wind which we estimated would give us about one-quarter of a point leeway. The distance to be sailed through the water on the diagonal course is about 48 miles and at six knots would take us about eight hours. Our course was based on an allowance for a current of 2⅝ knots and this turned out to be too much. This mistake was due partly to our greater speed which was actually 7.8 knots until we sighted Gun Cay four points on our port bow. By this time the wind had hauled to the northeast so a couple of tacks were necessary to make the entrance.

Who will ever forget his first trip to the Bahamas by this route? You have sailed only about fifty miles from Florida but so great is the change that you seem to have entered another world. The air has a different feeling; it seems softer and more friendly with the whole width of the Gulf Stream lying between you and the cold northers which occasionally visit southern Florida. The Florida water, which seemed clear before, is cloudy in comparison with that at the edge of the reef. About 4:00 p. m., as we approached the reef, the wind had all died out and we were gliding along under power. I was standing near the bow when someone called out: "You can see the bottom." I glanced quickly down and, although we were still in five or six fathoms, the glassy water was so clear that the rocks and the white patches on the bottom were plainly visible. For a moment, it made me feel almost dizzy to see them sweeping by far below our keel.

Gun Cay is a most interesting anchorage to enter from the west and is accessible in practically any weather condition with a boat of moderate draft. To get the best water, bring the lighthouse to bear E by N and run straight for it until within 100 yards of the shore. Then turn sharp S and run parallel to the shore in from three to five fathoms (the chart gives only 2½ fathoms but we found 4 to 5 after crossing the reef). Continue along the shore until you come to the southwestern point of Gun Cay. Here the water is so bold you can approach within 25 yards of the point, which is only a few feet wide. You can follow it right around and in a few seconds

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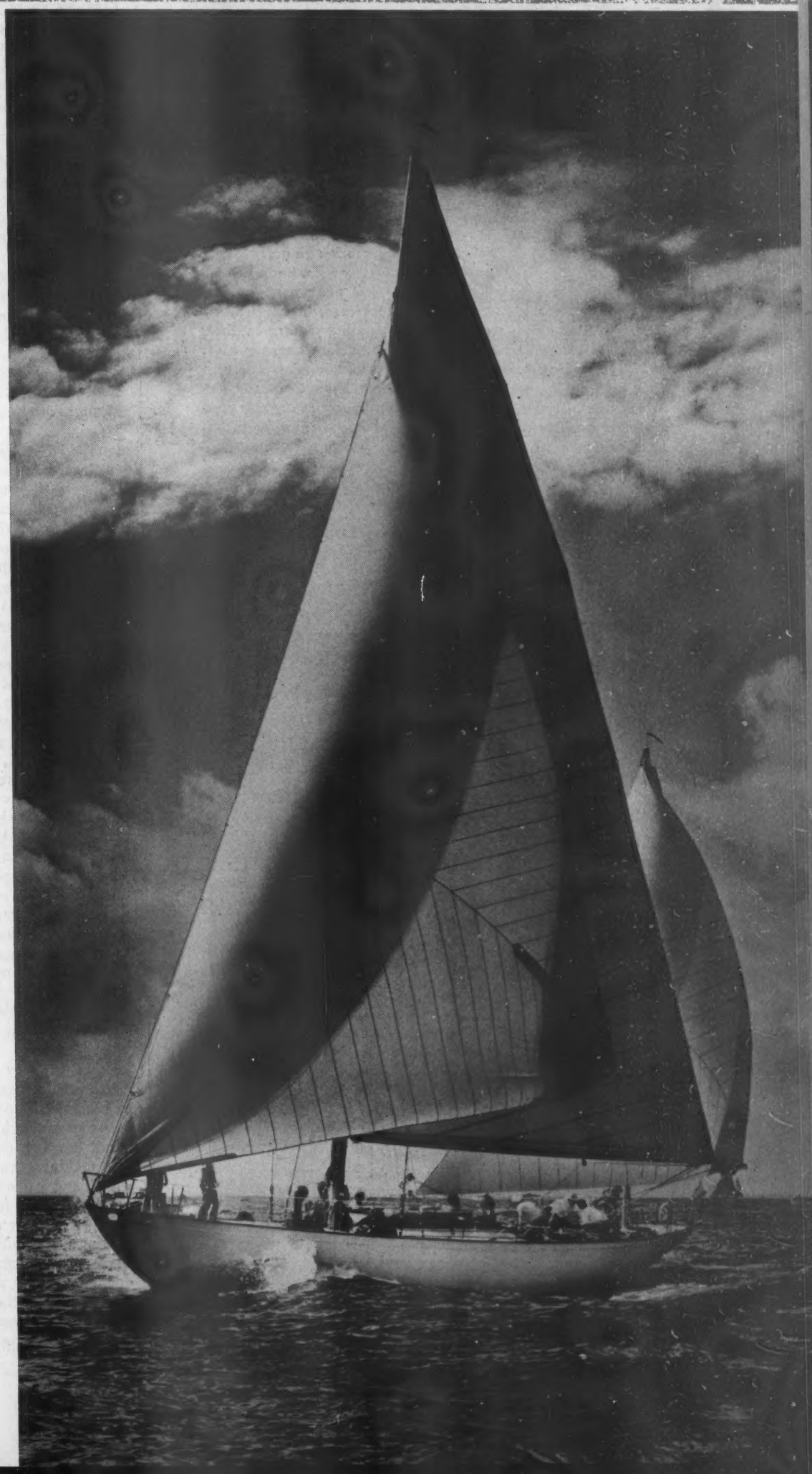

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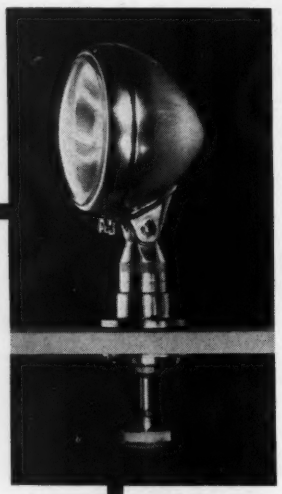

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are heading E and then NE into Gun Cay anchorage. This anchorage is open to the shallow waters of the Bahama Banks from north to south through east.

It is best to stand northeasterly until you reach shallow water (about ten feet). This is one-half to three-quarters of a mile northeast of Gun Cay Lighthouse. Here you must try to drop your anchor in a dark patch which indicates grass and good holding ground. This anchorage gives plenty of room in case the wind comes from the eastward and blows hard; you are also in the lee of some shallow banks.

FIFTEEN years ago, this was the anchorage for the rum fleet, permanently moored here and selling wines and liquors all day long to American rum-runners and large airplanes. Some of the anchored boats were fitted with electric lights so that loading could continue at night. This rum fleet was doing legitimate business, under the British flag in British waters. We were informed that there was so much competition that the profits were very small.

On my first visit to Gun Cay anchorage, the owner of one of the largest of the rum boats invited us on board to look things over. The boat, a former American steam yacht, was in deplorable condition, dirty and with apparently poor discipline among the rough looking negro crew. She was loaded with choice French champagne, wines, liquors, whisky, gin, etc., but she never attempted any illegal business. Her owner, I learned later, was an Englishman, the son of a late Admiral in the British Navy. A few months after our visit, we were told that he was attacked by hijackers and a large sum of money and a lot of liquor stolen. Following this, came the terrible hurricanes of the summer of 1926 which annihilated the entire rum fleet at this anchorage.

By December, 1926, not a single rum boat was anchored at Gun Cay but three or four were to be seen in a safer anchorage between some shallow banks and Cat Cay, two or three miles farther south. In December, 1930, I found both anchorages completely deserted.

THIS old Cat Cay anchorage is protected by shallow water lying to the southward and eastward but has the disadvantage of a fairly strong tide. It is entered from the outside just as is Gun Cay until you are well inside a reef which can be seen extending northerly from the north end of Cat Cay. When inside of this, you can run southerly, parallel with and close to the eastern coast of Cat Cay, and anchor about one mile to the southward of the northern end of this Cay, giving the shore a berth of about one quarter of a mile.

A new artificial harbor at Cat Cay was built a number of years ago by L. R. Wasey, present owner of the Cay. It has about 12 feet at low water and is perfectly protected in all ordinary winter storms but not in a hurricane. The entrance, carefully buoyed and marked by a small lighthouse on the north end of the breakwater, is about at the middle of the eastern shore of Cat Cay.

A few years ago, we rode out an easterly gale in the old anchorage which we found unpleasant because of the strong tide. The holding ground proved excellent, however, our anchor having been dropped in one of the grass spots I have mentioned. This grass is not like our northern eel grass. It seems to grow only about six to eight inches long and as a rule is not very thick, yet thick enough to look dark when seen from the surface.

Care must be taken not to confuse these patches of grass with the dark spots that accompany foul bottom containing clusters of coral heads. With a little experience, you will recognize the difference in color. To familiarize one's self, it is well to row about and inspect the bottom through a glass bottom bucket.

In a strong wind on the Bahama Banks, it becomes difficult to judge the depth of water and the character of the bottom by appearance because the disturbance set up by the waves stirs up the light sand, or marl, of the bottom, making the water so milky that little or nothing can be seen through it. In this case, unless you know exactly what to expect, frequent soundings should be taken.

UNDER ordinary conditions, a much lighter color indicates shallower water. Shallow water may also be indicated by a dark brown color caused by coral heads and reefs, the color being due to the seaweed growing on it. These spots should, of course, be avoided. Milky water, when a strong wind is not blowing, does not, by any means, always indicate shallow water. The milkiness frequently consists of what the Bahama pilots call "fish wash" and is due to schools of small fishes which burrow into the soft marl bottom, looking for food. This marl is so light that it is easily stirred up, giving the water a milky appearance, sometimes over quite large areas. At times, it is difficult to distinguish this from the light color indicating shallow water. Strangers should always use great caution and take frequent soundings when passing through one of these belts. Both large and small charts of the Bahamas are far from accurate.

The whole question of navigation in the shallow waters of the Bahamas is an interesting and fascinating study. Boats of five feet draft and under

are best suited for this work and innumerable excellent harbors and anchorages are open to them.

The trip across from Miami tired me and so I spent a lazy day at anchor at Gun Cay. But not so my guests.

This reminds me that I have not fully described the ship's company. My friends were, first, Bart Schlesinger, an old cruising companion and excellent sailor. In addition to many cruises with me, he cruised with Erskine Childers, author of the "Riddle of the Sands," in Childers' boat *Asgard*, going from Southampton to Helsingfors, Finland.

THE second guest was Sanford L. Cluett, a wonderful cruising companion and an expert navigator. In his youthful days, he had done work in charting some of the harbors of Porto Rico for the Coast and Geodetic Survey. A skilled photographer, an amusing cartoonist and, last but not least, the owner of a wonderful chronometer which he regarded as the apple of his eye and which repaid him by an uncanny accuracy which was extremely valuable to us later.

The third, and an important member of our ship's company, was Otto Larson, cook and steward and an excellent able seaman when the occasion demanded. Otto was always able to give us hot meals in the roughest weather. Last and not least important, was our able seaman. He was a Dane about 40 years old who had been to sea since he was twelve, principally in square-rigged ships. He is a vanishing type of sailor, one difficult to get these days.

Friday, after breakfast, while I rested on board, Bart and Sanford went ashore to Gun Cay. There they spent several hours exploring a charming cove with a sandy beach. Innumerable forms of sea life were visible through the clear, still water. In a dive to get a pretty shell, Sanford lost the only thing he had on — his bifocal spectacles of which he was extremely proud and which he forgot he was wearing. Hours of search failed to recover them and, as the day drew to a close without any sign of my guests I began to be worried. With the glasses, I could see the dinghy drawn up on the beach but no sign of my friends until, just before sundown, they reappeared, finally reaching the *Alice* after a long hard row against the strong east wind.

Saturday morning, a light wind, dead ahead, was blowing so we got under way at 7:10 a.m. with power alone and headed for Northwest Channel Light.

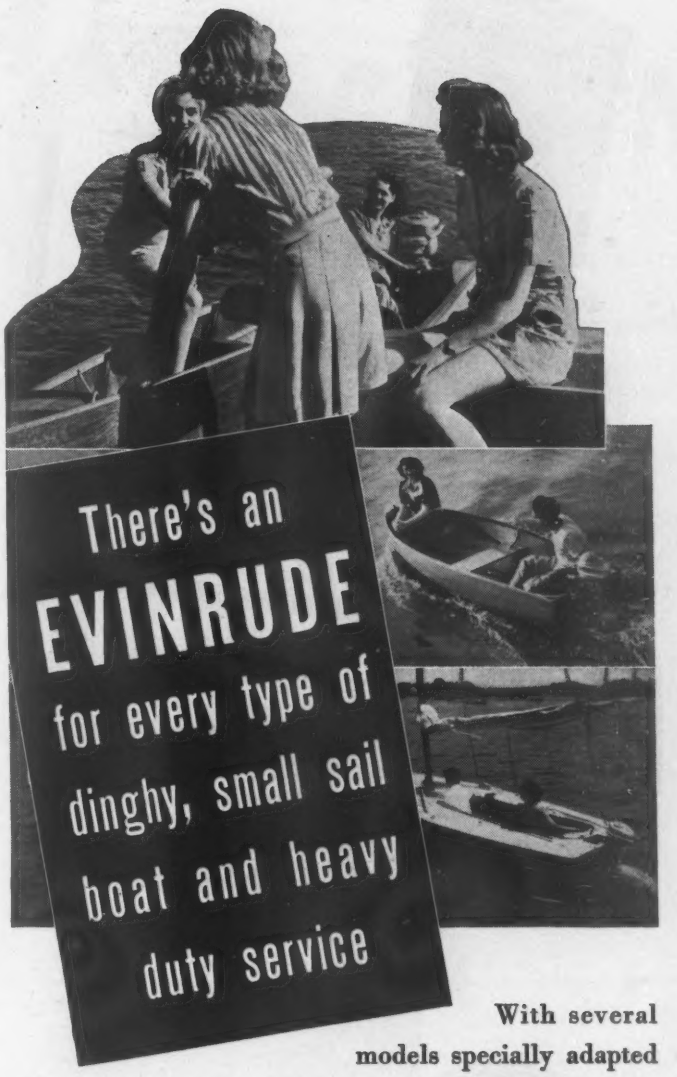
This run across the Grand Bahamas Bank is another of those experiences which live in memory — 65 miles of water 10 to 15 feet deep, water as clear as crystal. In calm weather, you can sit forward and see every detail of the bottom — sea ferns, sea fans, sponge, fish, an unending discovery. The direction and manner in which the delicate seaweeds are streaming tell the direction and strength of the current, and the peculiar effect of refraction caused by the water makes the bottom ahead look as if it is always sloping up so that running aground on an apparently rapidly shoaling bottom seems imminent. After you get used to it, allowance for this optical illusion is made but, at first, it is rather terrifying. Another curious phenomenon, one I was actually able to photograph, was the shadow cast on the white bottom through twelve feet of crystal clear water by our masts and sails, which seemed to be racing with us mile after mile.

A latitude observation at noon indicated that we were slightly off our course. At 8:30 p.m., we sighted Northwest Channel Light and, with a freshening breeze dead ahead, were obliged to make several tacks under both sail and power. We passed the light at 10:30 p.m. and in a few minutes were in deep water again.

We were now at last able to lay our course straight for Nassau. What a relief and delight it was to be at last under sail alone! The absolute quiet and restfulness can never be attained when power is used either with or without sail. Up to this time (136 miles by our log), the wind had been light and much of the time dead ahead so that power had been necessary to make reasonably good time. Shortly after sunrise, we sighted the high parts of New Providence Island and, at 11:30 a.m., dropped anchor in the white water off the public landing at Nassau.

CAN I describe the first entry into Nassau? The old white light tower on the westerly end of Hog Island has been visible for a long time. As you approach the entrance, the indigo blue of water hundreds of fathoms deep quickly changes to a lighter blue as the water shoals rapidly. The bar appears still lighter in color, with the waves lazily rising and breaking except in the channel. Standing out in the picturesque old town on the hillside are the old forts and the monuments built for ranges, many years ago, to guide the sailing ships to the deepest water on the bar.

Nassau Harbor, while an excellent anchorage in ordinary weather, is far from safe in a hurricane. The anchorage is between Hog Island and the Island of New Providence. There is a passage through for boats of twelve feet draft or less. This leads to an extensive area of shallow water bounded by reefs and shoals. Here, in heavy easterly or northeast winds, water is blown toward the eastern entrance of the harbor, raising the level and



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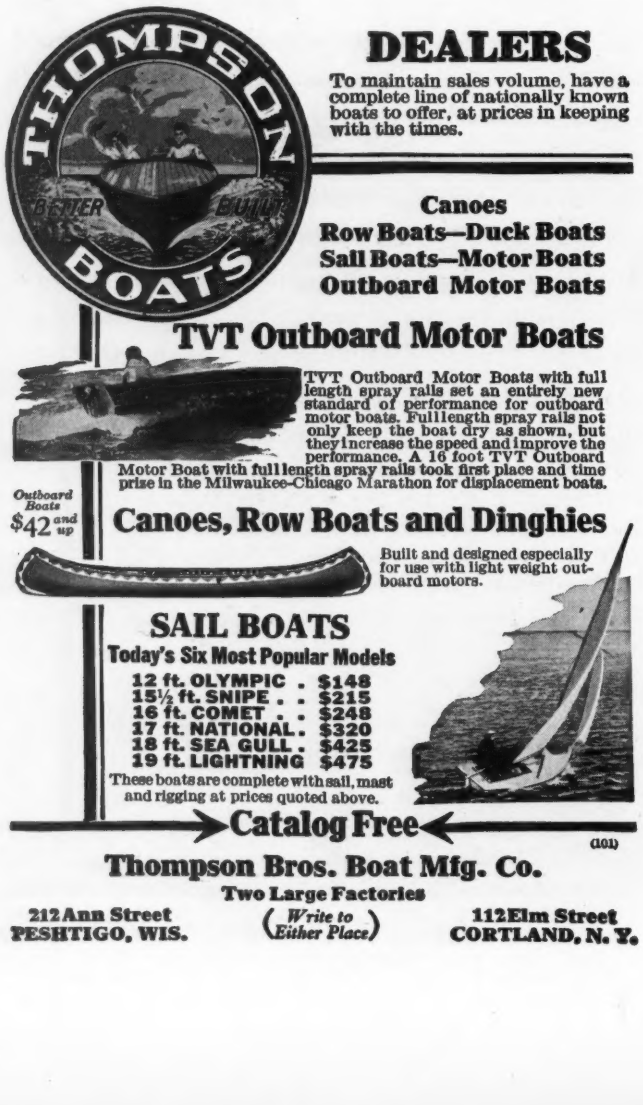
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112 Elm Street CORTLAND, N. Y.

causing a strong current through Nassau Harbour — up to eight knots in the hurricane of 1926, I was told by the captain of one of the local trading vessels. The anchorage consists of sand. This ordinarily holds well but the terrific current produced by a hurricane keeps scouring the sand away so that an anchor drags, slowly but continually, until the vessel is ashore or blown out of the harbor.

Our plan at this time was to make a straight run from Nassau to Porto Rico. We intended to wait the arrival of the southerly wind which precedes a norther before starting the run of about 400 miles due east from the Hole in the Wall, at the entrance of the New Providence Channel, so as to get a good windward position. This we believed would enable us to weather Porto Rico on one tack. As a rule, the steady trade wind is not reached until you are about abreast of San Salvador but in Nassau, when we arrived, they told us the trade wind had been blowing almost continuously for three weeks. After three days, however, it gave indications of a change and we immediately stocked up for a considerable time at sea. During the night, however, all our plans were knocked into a cocked hat by a sneak thief who came aboard about 3:00 a.m. while all were asleep and stole my coat and vest, containing not only $160 in cash but my letter of credit.

SANFORD CLUETT was awakened by a slight tapping on the side of the boat and went on deck to investigate. He found a small flat-bottomed skiff tied astern which the wind, against the tide, brought alongside. The presence of the skiff did not surprise him because Otto, the steward, had overstayed his shore liberty and it seemed likely that he had borrowed a skiff to get aboard. Sanford immediately went below and started forward to see if Otto was in his bunk but, feeling instinctively that someone was moving behind him, glanced to the companionway in time to see a dark figure glide up. By the time Sanford reached the deck again, both the figure and skiff had been swallowed up in the dark, stormy night.

I immediately went ashore and notified the police but no trace of the thief or money was ever found. Otto was not on board and we discovered him waiting at the landing when I went for the police at 3:00 a.m. Two months later, the pocketbook containing the letter of credit was found on the beach on the harbor side of Hog Island.

This accident caused ten days' delay while a new letter of credit was sent down from New York and so shortened our time that we gave up the trip to Porto Rico and, instead, decided to go to Haiti.

(To be concluded)

ENOUGH IS TOO MUCH!

(Continued from page 50)

Twice more that afternoon the boat came close to capsizing. With the hatch closed, I was outside, watching the seas, and saw several mountainous walls of green water, just on the point of breaking, come rushing for the *Selga*. A boat twice her size might have been just as helpless in the grip of these rollers, but, fortunately, their turning momentum came either too soon or too late, by a fraction of a second, so that the boat escaped with nothing worse than another violent heel and toss. By night, the gale had practically blown itself out and the day following brought fine sailing weather.

I might easily have continued with the *Selga* on the remaining 18,000 miles, but, sad to say, I had lost confidence in my little boat. Sooner or later, I felt sure, she would let me in for another such experience, possibly with much worse consequences. So there and then I decided to return to England to seek some more convenient mode of travel.

I RETRACED my course and, after ten days of tacking, I reached Plymouth. As luck would have it, I made contact almost immediately with a party which desired to sail to Australia in the 50-foot *Reine D'arvor* but were hung up for the lack of a navigator. We suited one another perfectly and, in consequence, I sold the *Selga* for $100 and joined the ship's company for the voyage to Australia.

I piloted the *Reine D'arvor* through the Panama Canal, all the way to Australia, and thus, after a protracted but quite interesting journey, reached Sydney, my objective, on December 15th, 1939. To a large extent, I thus escaped much of the strain, discomfort and loneliness that goes with single-handed sailing. My navigational aids, too, were somewhat better than those I had on my first trip: a reliable patent log and a watch that would keep correct time, but for a sextant I still used the same handmade contraption that I had in the *Elaine*.

As for the *Selga*, I attribute her capsize to a structural fault. Though wide enough in the beam (7′ 6″), she tapered much too fast toward the ends and had hardly enough "body" to her. Also, the full length cement keel offered too much resistance and did not permit a side slither of the boat under impact of beam-on seas. Taking it all around, the stability of the *Selga* was inferior to that of the shorter but better designed *Elaine*.

STEADY, CAP'N

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CALIFORNIA'S MID-WINTER REGATTA

(Continued from page 63)

As usual, more than 100 "half-pints" ran off their two-day series Saturday and Sunday over the protected courses off Cabrillo Beach. Winners and placing boats were:

Flatties. *Wind Rider*, Norman Meager; *Spree Gal*, Dix Tovell; *Smokeroo*, James Jessop.

Skimmers. *Surprise*, Bob Gales; *Patricia*, Dick Russell; *Dolce*, Sydney Jones.

Snipes. *Satan*, Darby Metcalf; *No. 4164*, Ted Varalyay; *Fun*, Austin Peeples.

19-Foot Restricted Class. *Zola*, Gale Ford; *Westerly*, H. F. Eakins; *Rhythm*, A. N. Carpenter.

Sun Rays. *Demon*, Bob Woolf; *Challenger*, Leonard Lenger; *Ray Sun*, Robert Hodges.

Inter-Club Dinghies. *Moses*, Glenn Meyer; *Gadget*, H. M. Worcester, Jr.; *The 49'er*, John Isaac.

Penguins. *Janie*, Dorrance McClure; *Sea Queen*, Mabel Guthrie; *No Name*, Dr. Harlin.

Balboa Dinghies. *No. 4*, Dwight Phillips; *No. 2*, Rala Phillips; *No. 1*, Suzanne Smith.

National Dinghies. *Glamour Girl*, Ted Kruger; *Valiant*, Dudley Dolby; *Omeomi II*, Joe McQuilkin.

Little Ships Class. *Rebel II*, Gordon Gann; *Wasp*, A. B. Smith; *Picaroon*, D. J. Swanton.

WALDO DRAKE

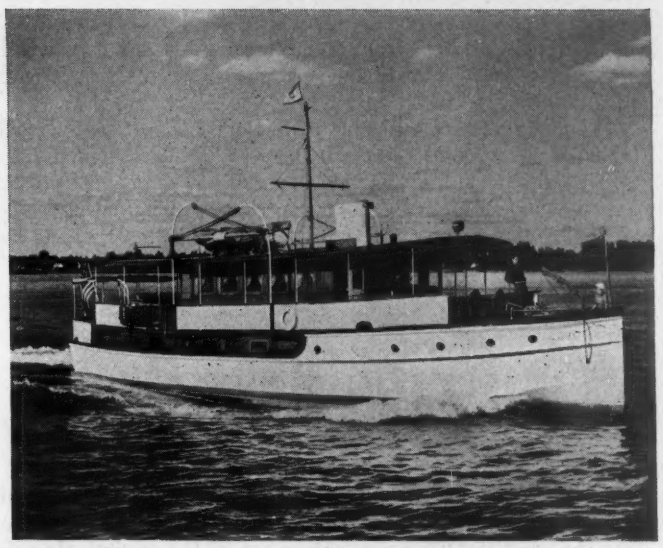
UNDER THE LEE OF THE LONGBOAT

(Continued from page 55)

herself showed up on the Yucatan coast some weeks later and was turned over to the Americanos after the Mexican *guarda costas* had thoughtfully stripped her of all valuables, including most of her plumbing. Keep away from the Mexican coast, all you adventurers who are accustomed to being rescued by the United States Coast Guard.

WELL, the last man to leave *Bagheera* kept a log which was published in the *Elks News*, of Houston, Texas, and I take the liberty of reproducing, verbatim, some of its more thrilling details: "Had a lull at 7 o'clock. At noon Ray and son took small boat to island. Met truck. I got bearings and found we were 40 miles from Point Isobel at 6 p.m. Got gas and bread. In leaving Point Isobel we went aground at 7 p.m. After working two hours we gave up. Had supper. We anchored, hoping for the best, we went to sleep. It was the first night the boat was quiet. Arose" (November 18th) "at 7 o'clock. Tried for 1½ hours to get boat loose. No luck. Coast Guard came at 9 with small boat. Tried for one hour, then they signaled for larger boat. They came after 45 minutes and pulled us off. They were very accommodating. . . . A boat with 3 men came all way out from Point Isobel and took pictures of boat; why, I do not know. . . . Wind and waves increased in velocity. For four hours we made 12 to 15 knots per hour. It got too rough and we could not steer. We lowered all sails and anchored. At 11:30 put out anchor, and at 12:30 we checked to see if it was o.k. Good thing we did for we lost small anchor while taking down sails. It was so rough and windy that the back boom swayed so much back and forth that brace pulley came out and boom fell with a crash. Lucky for me I had just shifted steering from left to right or I would have been a dead one. . . ." (November 19th.) "Pulled anchor at 7 a.m. and got anchor rope in propeller. In about an hour we got free and sailed all day. Water very rough and muddy. Stiff SE wind. At dark we lowered front and next sail. . . . A big wave nearly swamped the boat and then boat center board hit bottom lightly. In a few seconds it hit so hard that it bounced the cook stove 2 feet in the air and onto the floor. Immediately we all put on our life preservers. . . ."

SORRY, boys, there isn't room for more of this classic yarn. Mr. W. B. Nolan, the narrator, was left alone on the *Bagheera* and had plenty trouble with the front and back sails. But he set them all and when the American destroyer *Simpson* came along he left the schooner on a northeasterly course and lived to pay this glowing tribute to the military services: "I never realized before what it means to be an American citizen. To realize the Navy, Army, Marines, airplane division, and Coast Guard use every effort to save life and not destroy it." Strictly speaking, only the Coast Guard and the Navy deserved this tribute in the present instance. But my throat chokes up when I think that Army, Marines, and airplane division are standing by to take over any yachting party that taxes the ingenuity of the aforementioned seagoing forces.



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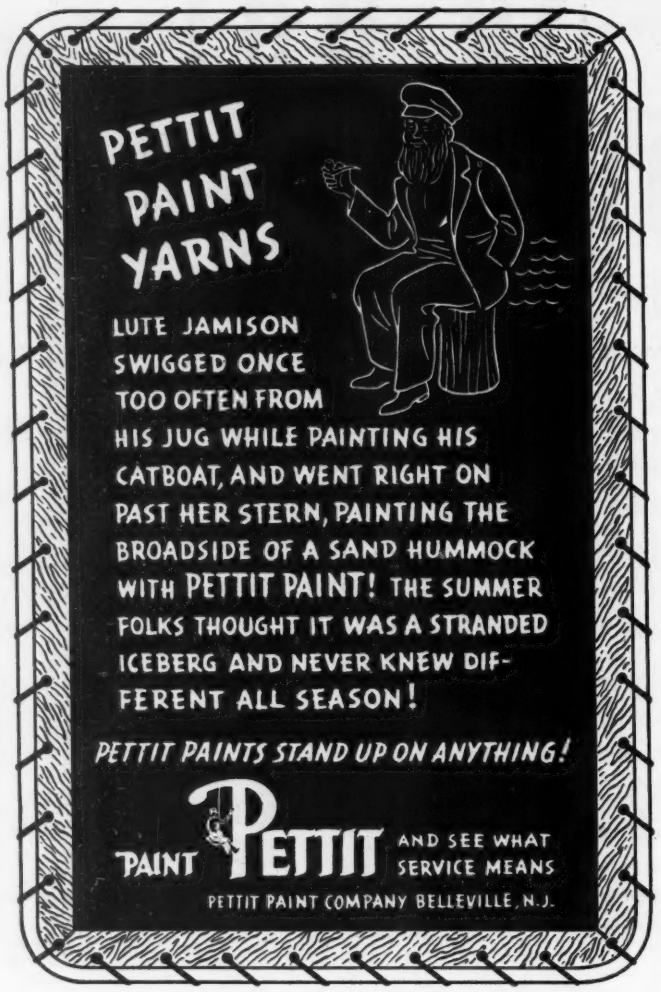
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LUTE JAMISON SWIGGED ONCE TOO OFTEN FROM HIS JUG WHILE PAINTING HIS CATBOAT, AND WENT RIGHT ON PAST HER STERN, PAINTING THE BROADSIDE OF A SAND HUMMOCK WITH PETTIT PAINT! THE SUMMER FOLKS THOUGHT IT WAS A STRANDED ICEBERG AND NEVER KNEW DIFFERENT ALL SEASON!
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THE NATURE OF ANTIFOULING PAINTS

(Continued from page 42)

priming the latter since, otherwise, electrolysis and pitting of the iron are sure to ensue. As a priming coat on iron which it is desired subsequently to paint with an antifouling composition, always use a primer specially made for this purpose. Generally, the best bet is to obtain a primer made by or recommended by the same manufacturer as the one who makes the antifouling paint which you have selected. By doing this, one is assured that the underneath coat of primer will not expand and contract with temperature changes at a different rate than the overlying antifouling coat, thereby causing the latter to crack or "check."

THE importance of the role of color in preventing fouling has been a controversial issue for some time. Tests show that barnacle larvae prefer black, dark green and red surfaces on which to settle, to light green, bright yellow or white ones, but the debatable point lies in the question as to how strong that preference is and whether it is strong enough to have practical consequences. The writer's experience indicates that, although marine growth definitely exhibits some aversion to lighter colors when darker colors are present in close proximity, this tropism is not sufficiently marked to worry about in bottom paints.

Moreover, with the limitations imposed by the necessary nature of the pigment and the vehicle, certain colors are exceedingly difficult to achieve. Thus it is very difficult to make a white which will be really antifouling, and there are but few greens on the market today which are truly antifouling and at the same time have a pleasing color. Hence, when paints of this type are offered for sale, they justly command a rather high price.

IN this consideration of the nature of bottom paints, what can be used in manufacturing them, and what can be expected of them, we must not lose sight of one important detail. In the quest for more and more effective toxic ingredients for antifouling paints, we must remember that it is the marine growth we are trying to poison and not the man doing the painting. Nothing must be incorporated in pigment or vehicle which is harmful to the skin or eyes or which is apt to enter easily and poison the human system. Of course, common sense must be employed in the use of this type of paint; the man who burns off old antifouling paint, for example, without being extremely careful to ensure proper ventilation, is courting a good case of mercury poisoning.

Thus the antifouling paint technologist is confronted with a problem which is essentially one of achieving the proper balance; he must formulate his product so that exfoliation and dissolution of the poisonous ingredients occur at a rate fast enough to prevent fouling but not so fast that complete disintegration of the paint film results. Research, as in every other field of endeavor, will continue to make available to yachtsmen more and more effective antifouling paints for the bottoms of their yachts.

IT'S JUST LIKE FLYING!

(Continued from page 31)

seldom, if ever, make a fundamental disastrous error in flying. He will never thoughtlessly take off down-wind but will carefully line up his ship into the wind and use every puff to get off the ground. He will never carelessly land with the wind to his back but will instinctively line up his approach into the wind and float gently to the runway and to a gentle stop. In a moment of reckless indifference, he will not hedgehop over the housetops with a breeze on his tail. He will keep well clear of the flyer's lee shore by keeping plenty of altitude. In fact, his every habit will show that he knows that air in motion can be helpful or can be dangerous.

ALL this is neither accidental nor superficial; nor is it merely a coincidence. The basic fact is that sailing and flying are kindred accomplishments in the field of motion in a fluid medium. In the sailing craft, air in motion against the curve of a simple cloth sail produces pressure to windward and partial vacuum to leeward of the sail. The total force pushing to leeward is counteracted by keel or centerboard and becomes a forward force, directed by the rudder, toward some eventual objective to windward. In the aircraft, a curved airfoil or wing, placed in motion through the air, produces a pressure on its lower side and a partial vacuum on its upper convex surface. The total force thus produced is lift, which is harnessed by rudder and elevator and directed toward an objective which is upward. This kinship is made more obvious by the nature of another ship which gains altitude by using air in motion rather than wing in motion, a craft which is both sail and plane — the sailplane or glider. This is indeed the sail boat of the air, the wind-borne ship of the sky.

In all three types of craft — the sail boat, the sailplane and the airplane

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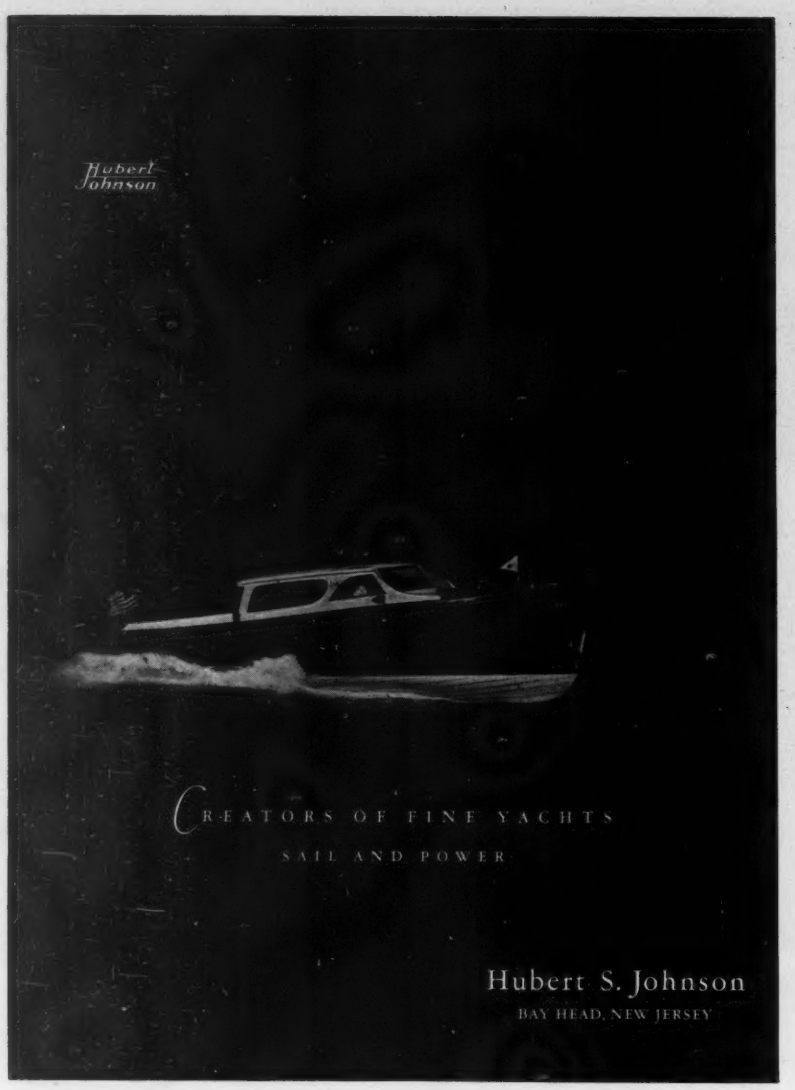

When you have gear trouble out on the open water, Mister, you have *Trouble!* You toss and drift until you begin to see things; but what you see isn't a garage —only a mirage. So take care of gear trouble before it overtakes you. Specify *Paragon*—for 32 years standard equipment with the manufacturers of the largest-selling marine engines.

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— the ultimate in skill and precision and the acme of efficiency is achieved by one supreme accomplishment, the achievement of dynamic balance, or balance in motion.

To understand the fundamentals, we must merely recognize that, in all three machines, there are three axes or poles about which the ship can move. The first is the fore-and-aft axis, running roughly parallel to the keel of the sail boat, and from nose to tail of the sailplane and airplane. About this axis we recognize the phenomenon of roll. In the sail boat, this force is controlled or dampened by weight on the weather rail or weight on the keel; in the sailplane and airplane, the control is mainly by means of the ailerons, those small, movable segments at the back of the outer part of the wings. By means of these, the lift of one wing is increased while the lift of the other is reciprocally decreased. Next is the axis athwartships, from side to side of the ship, around which we have the motion known as pitch. Again, in the sail boat this is controlled mainly by distribution of weight or ballast. In the sailplane and airplane, the control is partly by weight but this is supplemented by use of horizontal movable tail surfaces, either the horizontal stabilizer or the "flipper," or both.

FINALLY, there is the vertical axis, about which the ship turns or performs that movement which the technicians call "yaw." This is controlled by the same control surface in all three types of ship: the rudder. A perfect balance about all three axes is perfect sailing, perfect gliding, or perfect flying, as the case may be.

How is this balance achieved and what is it called? Here is where flying must take a back seat and admit that, even in terminology, it has had to borrow from the lexicon of the sea. In all the polysyllabic terminology of modern aerodynamics, there is no substitute for the salty phrase, "trimming ship." The finest airliner and the swiftest pursuit ship is not "balanced" or placed "in perfect aerial flotation" except by careful adjustment in flight. The pilot has to get this balance by separate adjustment in each separate flight. How does he do it? He merely does what his nautical forebears have done for centuries: he "trims ship."

In any flight you have taken, you have seen the pilot begin to "trim" as soon as he has pulled the ship clear of the ground. He may "trim in climb," balance the ship with nose upward in a steady ascent until he reaches the desired altitude. Then he "trims level" and remains thus until it becomes necessary to start his long descent, when he balances the ship nose downward in "trim in glide." You have seen him do all this by carefully and precisely turning a small crank in the ceiling of the cabin, between the two pilot seats. This adjusts the horizontal stabilizer and dampens and controls the pitch of the plane. Next in routine order comes the trim against yaw or turning. The pilot turns another small crank, either in the ceiling or on the instrument panel. Thus, he precisely adjusts a small tab on the rudder. Next comes the trim against roll, by setting the ailerons in neutral. Now the ship flies herself or, in the vernacular of the air, flies "hands off." The pilot relaxes and probably begins to write a flight report. Oh, yes, it may be necessary for him to touch the controls now and then but only to counteract a wayward, playful gust.

NOW haven't you seen the competent sailing skipper go through the same routine? In a tender little day sailer, haven't you had the thrill of doing it yourself?

Just give yourself over to reminiscence for a moment. You're off on a long windward leg in a fresh breeze. You don't want the little craft to wallow along with her bow in the air so you get to work on the "trim in pitch." You graciously ask your 200-pound guest to move forward a few feet and make himself comfortable until further orders. There, that's much better. Now she's footing right along. You have "trimmed level." You've set your horizontal stabilizer, as it were. However, the pressure on the tiller now tells you that you have a strong lee helm. You get to work with the main and jib sheets and, possibly, the centerboard. You haul a little on the main and ease somewhat on the jib. That's better. The tiller can now be held with the touch of a finger. Another meticulous half-inch on main or jib and the tiller holds still. You have trimmed against yaw, without the need of a rudder tab. Now, to get a final balance against roll, you simply climb to the weather rail and relax. The little packet boils along by herself. That's balance! That's trim!

Oh, yes, once or twice you have to mind the tiller to neutralize the force of an errant, mischievous gust. But what of it? Think of that star-spangled pilot in that airliner up overhead. He's doing exactly the same thing.

Yes, it's just like flying!

"FIN CHASER"

(Continued from page 54)

PAINTING. One coat red lead and two coats of copper paint below the water line; three coats of yacht white above; two coats inside, red lead below inside decking. Three coats best spar varnish on all bright work.

TANKS. Fuel tank of 42 gallons capacity, set over propeller under cockpit deck. Or two 20-gallon tanks with their centers about over Station 1. Water tank, 20 gallons, on center line just forward of fuel tanks.

As for the power plant, the designer suggests the following: For a speed of 12 to 14 m.p.h., a 4-cylinder 65 hp. engine with a 16" by 10" propeller; for what might be called a standard boat, an engine of 90 to 95 hp., with a 17" by 10" propeller, will give 17 to 18 m.p.h. An engine developing 135 hp. at 3000 to 3200 r.p.m. should give a speed of 30 m.p.h. Such an engine should weigh about 1150 pounds. The largest engine practicable weighs 1500 to 1600 pounds and develops about 165 hp. Turning a 16" by 14" propeller, this will give about 35 m.p.h.

As for costs, the designer will furnish a complete set of blue prints and specifications for $15. The "standard" boat may be built professionally for about $1850 and a 25-miler for $2500 to $3000. The cost of materials of the usual home builder is, on the average, $260 for lumber and hardware, not including the price of the engine. The boat will cost the home builder from $850 to $1200, with a new engine. "The fellow who gets an engine from the junk yard occasionally has a boat for $300 — I do not know at what figure he values his headache or his life."

"SO YOU'RE GOING TO BUY A BOAT!"

(Continued from page 52)

If you see any battens over caulked seams, regard them with suspicion. They sometimes cover a "hollow" seam, larger on the inside than out. Obviously, such a seam cannot be caulked because caulking must be wedged into a seam. If the batten is on the garboard, look out for a loose keel or skeg, a skeg which has "jibed over." Good solid floor timbers will correct this.

There's a lot to be said about centerboards and a lot of it is unprintable, but probably one of the most important things — although we admit that a buyer is fortunate if he gets it — is to have the centerboard box extend down through the keel. If it rests on top of the keel, there will be a horizontal seam on top of the keel and a cleat either side of the box. To caulk it, even if you could get at it, would merely lift the centerboard box up; it will still leak. If it goes down through the keel, the seams can be caulked lightly just as any other seam in the hull. Of course, this requires a wide, heavy keel but heavy keels never hurt anybody. You don't want to depend on white lead and marine glue to keep a boat tight. Every possible source of a leak should be arranged so that it can be repaired.

THE same holds true of rudder ports in some sloops — Friendships, for instance. The rudder port sets on top (on the inside) of the planking. There is no way to caulk this seam for, if you force any cotton in, you will start the plank off. If the box extends out through, the seam can be caulked. The box itself is splined at the corners.

If the rudder port is a piece of pipe, see that there is a stuffing box on top, even if it is above the water line; sometimes the propeller will force water up in it when under way.

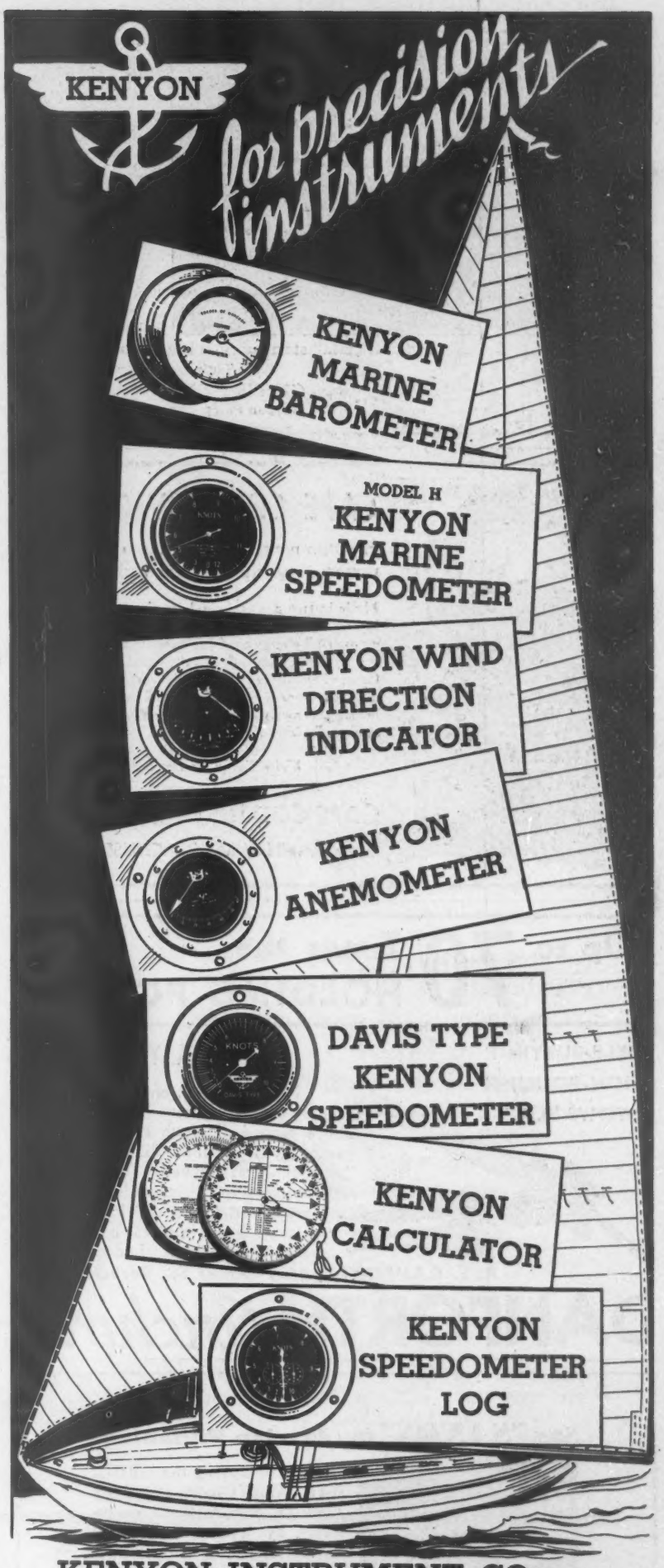
Never approve the installation of iron and bronze together under salt water unless their condition can be checked periodically. If there are iron screws in a bronze stuffing box, for instance, find out more about this guy who is trying to sell you his boat before you give him any money.

Another item which can cause trouble is the action of oak on bronze. It's a good idea to renew, or at least examine, certain types of bronze lag screws once a year. You may find on withdrawing the old screws that you can whittle the threads off with a knife.

AN old motor is always an unknown quantity. You can listen to it, find out how old it is, how long it's been in salt water and all that, but you can't say for sure that the water jacket won't rust through tomorrow. You can, however, check the installation somewhat.

See that there is a positive shutoff at the gas tank. See that there is a filter and sediment trap. Make sure the gas line has no dents or kinks in it. There should be a drip pan under the carburetor and it is desirable to have a tight bulkhead between the motor and the cabin to keep out fumes.

Look over the cooling system. Some of the boats you look at will have an automobile engine conversion. An ordinary water pump will do at half engine speed; if it is belted to go as fast or faster than the motor, it will wear out quickly. If there is water in the exhaust, be sure that it can't get from there into the motor. We ruined a motor once by having the exhaust



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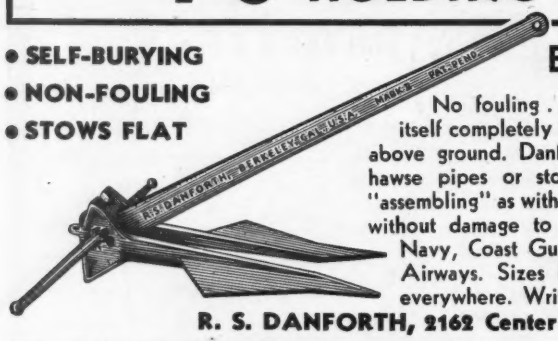

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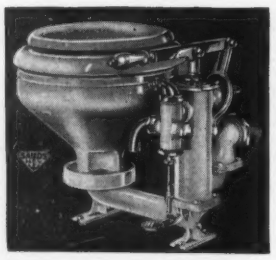

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pipe so large that the motor wouldn't blow the water out. The motor was below the water line and the water ran back into it — with disastrous results. See that the water is admitted to the exhaust at a point well below the level of the manifold.

If there are an inside and an outside stuffing box, see that the inside one is properly lubricated. The outside one, being under water, doesn't need it but, if the outside one is tight and the shaft log is tight, the inside one is dry. If there is a hole drilled in the shaft log to permit water to leak in, the inside one will be all right.

If salt water is used to cool the motor, examine the seacock, and see that there is a positive shutoff. See that there is hose between it and the motor to allow for vibration and that the hose cannot come loose through vibration or accident. See that the seacock is equipped with a strainer and is tight where it comes through the planking. If fresh water is used for cooling and the water is cooled through a coil on the outside of the boat, see that the cooling pipes are securely fastened and protected from catching seaweed or retarding the boat's progress.

It's rather difficult to find out whether or not the propeller shaft is sprung but this is by no means uncommon in an old boat. (Or a new one, as far as that goes.) If the boat is in commission, you can try her out — but don't make up your mind too quickly. You may get a hammering which may be caused by a poor flow of water at the propeller. This can be helped by streamlining the sternpost (or shaft log) at the propeller.

If the boat has been used with the present installation, check the stuffing box for wear or looseness. Either may indicate a crooked shaft or a wheel out of balance. Also, try the seams in the hull around the shaft log. If they are slack, it may have been caused by vibration which also indicates trouble with the shaft or propeller somewhere. Misalignment of the motor will produce the same symptoms. It can be checked by uncoupling the shaft to see if it remains in the same position when disconnected.

A propeller on a strut, with no protection, is a potential headache. Make sure there is something below the propeller to bring up on first if you hit anything.

Inspect the fuel tank thoroughly. If it comes in contact with any oak, it may have become corroded there. Also, see that the deck plate at the filler hole is tight and there is no chance for water to leak into the tank. Be sure the tank is of sufficient size so you won't have to fill it some time when the wind is blowing a gale and a sea running. Find out how you are going to drain the crankcase. Of course, you can buy a pump and pump it out but you can arrange to drain it from the bottom. The fact that the seller foresaw this will give you more faith in him.

Be sure to see that the base of the motor doesn't touch any timbers. Between the vibration and corrosive action of the oak, there will be a hole in the base in no time. The base, if iron, should be adequately protected with red lead or some other rust resisting paint.

Find out how the steering gear works. Examine the ropes to see if they're going to part about the time you're on a lee shore in a squall. Be sure there's little possibility for the sheaves to jam. See that the tiller is well fastened to the rudder head. See if backing chain, cleats or other provision is made to hold the rudder when reversing. Check your backing chain for corrosion.

If you're buying a sail boat, there is much more to inspect before you write your check. Examine the running rigging. Unlay it and see if it is bright inside. Pull it through your hands and, if you get splinters in your hands, condemn it, even if it's brand new. These splinters are caused by short fibers in the rope and the rope won't last a season. Short fibered rope will not be uniform in size. There may be bunches in it large enough to gag a block. If sheets and halliards are worn a little and you want to save money, you can turn them end for end for a while but it always blows harder than you think. You'll have enough to worry about if you know everything is sound.

You can examine the sail. It will be mildewed, probably; most all of them are. There are several preparations that can be used to retard this, however. You should be sure that the sail has adequate reef points and reef earings to go with them.

Now, we haven't had the space to cover everything but we hope we have aroused your curiosity about the things that cause headaches. It hasn't been our intention to threaten you with disaster; we want you to get your money's worth when you buy a boat.

Note: Maybe you're not going to buy a boat. Maybe you're going to keep your old one another season and have closed your eyes to some of her foibles. If so, Mr. Tabbutt's reminders are down your alley, too. [Ed.]

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"SHOAL—'WARE SHOAL!"

(Continued from page 36)

compartment where the jagged rock had pierced her, allowed it time to set, and then blasted the rock away from outside her hull. This suggests that cement (or cement mixed with sand in proportions of three parts of sand to one of cement) might be useful in stopping a bad leak in a yacht, before trying to float her. Portland cement, it must be remembered, will set under water, provided it is not disturbed while getting its first set. In the absence of such materials as these, towels, bedding or other textiles may be used in an attempt to reduce leakage sufficiently to get your vessel to a safe port.

NEXT to floating off on the tide, the simplest solution is to be towed off. If a friendly offer comes along, and the towing vessel looks powerful enough, towing is usually worth a try. But there is towing and towing. Usually the "Good Samaritan" will pass you the end of a line, which you will make fast forward or aft on your boat, as the case dictates; then he will make the other end fast to his own quarter bitts or stern cleat, and tug away. In making fast in this manner, he seriously reduces the ability of his boat to maneuver, wastes time, runs the risk of getting the line foul of his propeller and, in the end, is apt to give up. The proper method is to use the towing line as a "spring" from the towing vessel, making it fast at one end or the other of your boat, but making it fast nearly amidships on the towing craft. Whether the line is made fast on the port or starboard side of the towing boat will depend on where deep water lies, and in which direction the skipper of the towing boat wants to pull; but, with the towing line made fast as a "spring," it will be possible to maneuver her much more freely than with the line made fast at the stern. Any towboatman will tell you the whys and wherefores of this but not every yachtsman who may chance along to lend you a hand knows about it and, unless you are a man of infinite tact and can suggest the proper procedure without danger of hurting the feelings of the man who is trying to do you a favor, you are apt to have to sit by, helpless, gnashing your teeth at the futility of going about a thing the wrong way.

The type of your yacht, also, has some influence on the method of getting her off the bottom. The "heeling" operation, already described, applies primarily to a sail boat where the height of the mast offers a big leverage for heeling the boat. It is sometimes possible, however, on a motor boat with a signal mast, to rig a jury tackle from the masthead with sufficient leverage to do the job. To what extent heeling a motor boat will reduce her draft depends on the shape of her underbody; in some cases, the reduction in draft will be so slight as to make an attempt of this sort useless. If it does seem worth a try, it will probably be advisable to rig extra temporary stays to the mast to insure sufficient strength to take the strain of heeling.

A motor boat, on the other hand, usually has far more powerful engines, in relation to her hull, than an auxiliary sail boat and can often use her power to back the vessel off the shoal to better effect than even the more heavily powered auxiliaries. There are two details to watch out for prior to starting to "back her off." First, the character of the bottom. If the bottom is rocky or pebbly, it will not be disturbed; if it is muddy or sandy, the propellers are apt to stir it up and, as the stream will run along your hull, sand and mud may get into the circulating system of the engine and cause a lot of trouble. Second, you must be certain that the propellers are clear of the bottom or of any boulders or wreckage which may stick up from the bottom in the boat's vicinity.

THE character of the bottom, as a matter of fact, may be important in any grounding. A rocky bottom, for example, ordinarily takes no grip on the hull and it may be possible to get off simply by shifting weights forward or aft. Sandy bottom, if you are aground in a tideway, is likely to build up around your keel rapidly and, unless you get off in a hurry, even a rising tide may not help you. There are cases where a hose has been run over the side and a stream of water under pressure run through it to clear the sand away; but, since the average yacht is seldom equipped with "water on deck," this would apply only on larger craft. I know of one case where the crew swam down and managed to scoop away enough sand so that the boat came free; but that is arduous and not to be recommended except as a last resort. Muddy bottom may be sticky or soft. If it is sticky, the problem is difficult and kedging off without further ado, in exactly the reverse direction from that in which you went aground, is usually the most practical maneuver. In soft mud, you may be so lightly grounded that, even with a weak-powered auxiliary, you can get off under power alone. Whatever the bottom, however, the canny skipper will find out something about it and, at the same time, sound around to discover where the best water lies.

Other tricks are open to the owner of moderate sized yachts which would be more difficult — in some instances impossible — with large vessels. "Rocking the boat" is sometimes effective. Swinging out the main boom

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on a sail boat, with a few of the crew hanging onto it as far out as they dare to get, may heel your boat enough to float her, if she did not strike too hard. Finally, "lightening ship" is always a possibility to be considered — on small or large craft. With light displacement boats, simply putting the majority of the crew into the tender may reduce draft sufficiently to save the situation. As displacement increases, the influence of a given amount of lightening of weight naturally decreases. But there are, on all yachts, a number of movable weights which can be temporarily or permanently eliminated to reduce the draft of the ship. The crew itself (particularly if the water is warm enough for swimming), anchors, fresh water, tenders, extra spars (spinnaker poles, etc.); even, if the occasion is serious enough to warrant it, such costly things as canned goods, coal, and some of the ballast from the bilges — these and various other items are common aboard yachts and might prove more valuable by their absence than by their presence. It must be remembered, also, that the average "dink" has quite a capacity for weight; before giving coal, canned goods, ballast and other such treasures the "deep six," it is a good idea to load the tender to capacity with them.

Any one of the foregoing methods may solve a given stranding problem for you. Quite likely, on the other hand, you will have to try more than one; possibly, in extreme cases, all, before you are blessed with that feeling of utter relief which comes when your efforts are successful. But, given two identical boats and two identical situations, it is the skipper who plans logically, who knows what to try when, and who wastes no time about it, who will inevitably be the first to hear the welcome shout:

"She's moving — she's afloat!"

"GULF STREAM" WINS HABANA RACE

(Continued from page 44)

have taken time to stop up the spinnaker and it did take time to set it flying, so that for something like forty minutes, with no headsails set, *Gulf Stream* dawdled at two and one-half knots. During that time *Good News'* port running light disappeared to the westward and in the morning we had only *Windigo* in view. She was a mile or so on our starboard quarter and I'll leave it to the experts to figure out how she had been able to hold up so well while dragging nearly a third of her spinnaker.

In this race, when the wind is in the northwest quadrant, one has a choice of courses up to the time of making the Dry Tortugas. One may reach out around Loggerhead Key, sharpening the wind but increasing the distance, or one may run straight for Rebecca Pass, which lies between Rebecca and Pulaski Shoals. *Gulf Stream* and *Windigo* chose this route and, with Rebecca abeam at 2:20 p.m., 200 miles in a little over 26 hours, the centerboarder shattered the existing record for this leg of the course. There followed the reach across the Stream and, with the northeaster freshening to moderate Trade Wind strength, we began to make knots.

At this time, *Windigo*, having crossed our stern, was to windward and, as it seemed to us, slightly abaft our beam. It seemed to them that *Gulf Stream* was abaft their beam and so it followed that both crews were reasonably happy. But I had *Good News* and Messrs. Johnson and Endt in mind and was the silent victim of a lack of confidence. A year ago, when I had sailed in *Good News*, we had rounded Loggerhead Key to sight *Wakiva* coming through Rebecca, a good six miles to windward of us. And now, after my afternoon nap, when I looked to the westward and saw *Good News* about six miles to leeward, I remembered what Ducky had said on the former occasion. Making appropriate gestures with his hands, he had declared that with a little heading and a reasonable break of luck he would rather be where he was than where *Wakiva* was. His optimism was justified in 1940 by *Wakiva's* being headed as she approached Habana Harbor.

Would history repeat, with *Gulf Stream* playing the unhappy rôle of *Wakiva*, and with *Good News* nosing us out at the lighted buoy? Some of our more volatile shipmates said that Ducky, six miles to leeward, must be feeling pretty sick. But I have given up counting the number of miles I have sailed with the imperturbable Dutchman without seeing him sick.

As twilight came on, a star fix (Sirius bearing 151° and Capella transiting, oh ye celestial fanatics!) put us to leeward of our rumba line and we at first supposed that the Stream was not up to its usual performance. Subsequent opinions of the strength of the current convinced me, however, that we were set to the westward by leeway, even though *Gulf Stream* was traveling fast with eased sheets and board half down. It made little difference, as the course was corrected before we were close enough to our landfall for the discrepancy to affect our standing.

Night closed in and so did *Good News'* port light. *Windigo* was gone to windward and the result showed that we had no need to worry about her. She was scratch boat, giving us 75 minutes, and in 240 miles of reaching or

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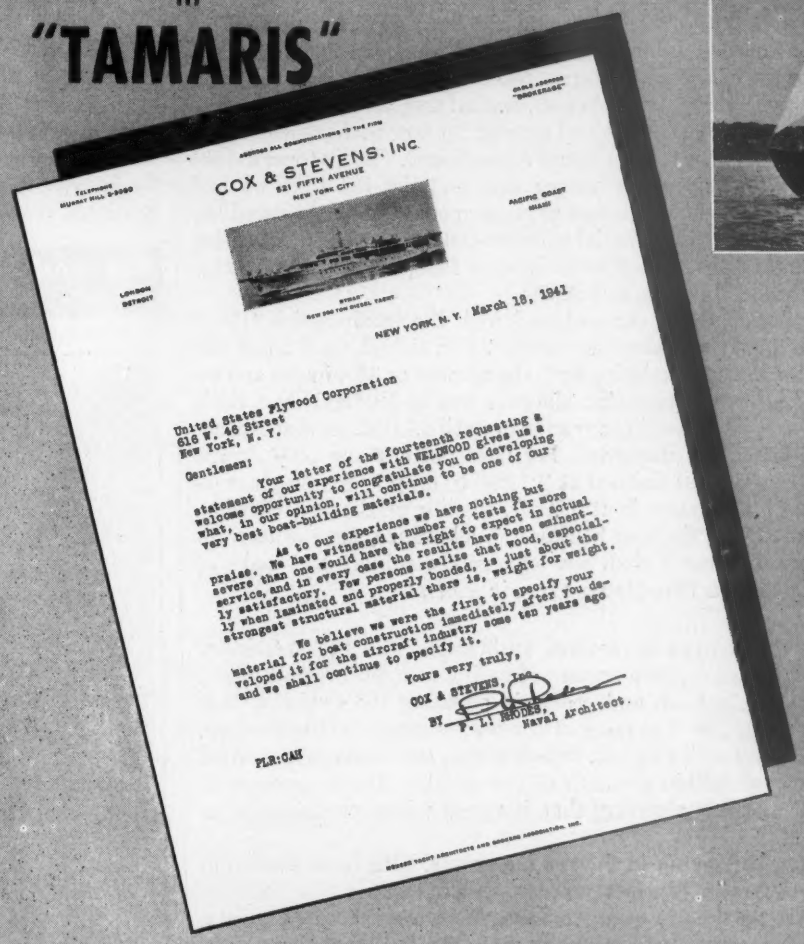
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NEW YORK, N. Y. March 18, 1941

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running we had been able to hold her. But when the loom of Habana showed up on the horizon, we definitely were not holding *Good News*. She came up fast and was almost astern when we sharpened course to keep her there.

The last three hours, from 10:30 Sunday evening to 1:30 Monday morning, were among the longest I have ever spent. Although worrying is my principal occupation when navigating an ocean racer, I surpassed myself. The glare of Habana had long since resolved itself into such lights as those on the Capitol dome and of advertising signs and yet I worried because the flashing light of Morro Castle did not come to view. All but two of us had sailed the race before and, of the eight who had, there was not one who did not remember the reluctance of Morro Castle to reveal itself when racing boats approach. But we wanted to see it and put it on our lee bow — not too much, for fear of overstanding, and not too little, for fear of being badly headed as we made the land.

At length, Wes, the Norwegian skipper, sighted the light and we brought it to bear from ahead to a point and half on our lee bow. Slowly the wind hauled eastward and by now we were hard on it, the board all the way down and the sheets of the overlappers as taut as bars. The course brought the light more and more to leeward until I had said a dozen times that it was time to bear away and make directly for the finish. But I managed to retain enough strength of character to say it to myself. And at last, when we were three miles from Habana, a hot gust caught our headsails aback and I was glad I hadn't spoken. We were knocked off until the light bore a point or more on our weather bow.

After that the struggle really commenced, for now it was the inevitable payoff of ocean racing when a closer winded boat comes up from astern and crowds the daylights out of a faster reacher. First Al Fay and then Dudley Sharp nursed *Gulf Stream* through the flaws, each hot puff off the land spelling bad news to us and a gain for *Good News*. On such occasions, Edgard was not too sure that tomorrow was a luffly day.

Good News was on our lee bow when she tacked and, by the closest calculation, we held on for the Malecon and crossed her bow with sufficient port tack clearance. Then we also came about to starboard. The jib topsail sheet fouled despite the most careful preparation and, by the time we had gathered full headway, she was across us on the port tack. We followed her about. She tacked for the line. We did when we could make it and, in a finish even closer than the *Good News-Wakiva* finish of 1940, she beat us across by 1 minute 56 seconds, finishing at 1:29:09.

Commodore Rafael Posso came aboard with the traditional bottle of rum and in liquid gold we toasted our owner. For, though *Good News* had deprived us of the honor of finishing first, she allowed us 36 minutes and we had every reason for believing that the race was in Dudley's bag. So it proved. We sat around expending our anxiety until 3:14:52. At that second, with *Stormy Weather* still unsighted, her time ran out and *Gulf Stream* won the race. *Windigo* had finished at 2:15:08 to drop to fourth place on corrected time. *Malihini* came in at 9:52:57, winding up the yawl division.

Our worries over with the apse of *Stormy's* allowance, some of us went ashore to celebrate — and I shall now change the subject and make so bold as to discuss the St. Pete-Habana race in general.

Last year, at the request of several enthusiasts, the St. Petersburg Yacht Club abandoned its own system of rating competitors and joined with the Miami Yacht Club and others in adopting the Cruising Club rule of measurement. The five races of the winter season — Lipton Cup, Miami-Nassau, Governor's Cup, St. Pete-Habana, and Habana-Key West — were all scheduled within a month of one another, the proponents of this compressed schedule asserting that it would widen participation in the winter circuit.

Let's see how it worked out in the two big events. Nine boats started in the Miami-Nassau race. Six last-minute aspirants had to be rejected because there was no time to measure them under the exacting Cruising Club rule. Last year, eleven boats participated in the St. Pete-Habana race. This year the count was seven. In earlier years, yachts owned in or near the Gulf have come in numbers to the starting line. This year there were only three. That's progress with the board up and breakers on a lee shore! So it would seem that many potential entries have been scared off by the big guns from the North and by the complications of the C.C.A. rule. I may be wrong, as usual, about this, but this much I do know:

Gulf Stream did more than win the twelfth Habana race. She did more than bring the cup back to the Gulf of Mexico. She gave owners and prospective owners of centerboarders something engaging to think about. Admitting that it was a reaching race, it must also be conceded that the conditions almost exactly duplicated those of last year. It may be predicted that in future races similar winds will again be encountered. With shoalness a characteristic feature of Southern harbors, short-legged centerboarders are, if not an actual necessity, a most desirable attribute of Southern cruising and racing. Hence, as I see it, *Gulf Stream's* victory in the face of the keenest opposition is a great boost not only for the Habana race but for all yachting in waters bordering the Stream.

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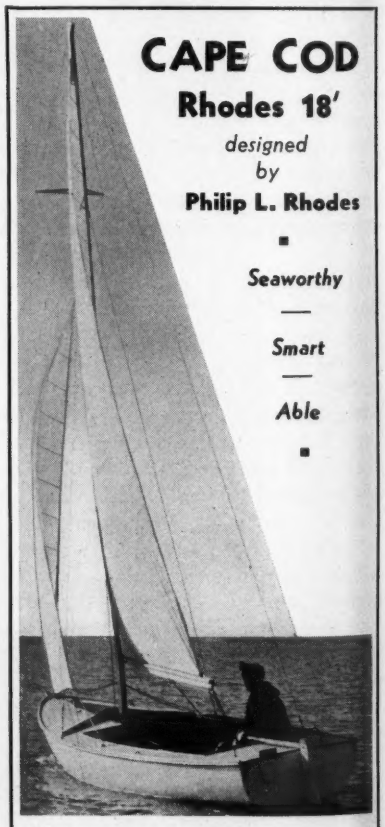

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To make an end to these pontifical enunciations, the race maintained the tradition of enjoyment first established in 1930. There were torn sails but no disasters. Hollis Baker, one of *Windigo's* crew, slipped down the companionway in the dark and wrenched his knee but suffered virtually none at all under the delightful hospitality of the Cuban yachtsmen, who, as usual, welcomed the American racers. *Bicho Malo II*, smallest boat in the fleet, finished Tuesday morning, the race having started Saturday, the 1st. The ship *Joseph Conrad*, non-competitor, came in the day before with dignity and grace. The schooner *Admate*, becalmed and with nobody to race against in her division, gave up and came in under power. The Coast Guard cutter *Nemesis* shepherded the fleet, and Coast Guard planes kept the competitors jumping for their identification numbers by flying watchfully overhead.

BEFORE the race, the St. Petersburg Yacht Club dispensed its lavish hospitality and after it the Miramar Yacht Club gave its sumptuous banquet, at which, I am told, there was room enough for all. But I wasn't there, as I had to rush home to meet the worst snowfall in half a dozen years. To paraphrase the immortal Edgard, "Next year is a luffly day."

The summary:

Start, 12 m, March 1st

YAWL DIVISION

Yacht and Owner	*Elapsed Time*	*Corrected Time*	*Place*
Gulf Stream, Dudley C. Sharp	37:31:05	36:15:12	1
Good News, Robert W. Johnson	37:29:09	36:49:01	2
Stormy Weather, William Labrot	40:41:21	37:36:41	3
Windigo, Howard Baxter	38:15:08	Scratch	4
Malihini, David A. Sloss	45:52:57	41:45:24	5

SCHOONER DIVISION

Admate, Theodore Leonard	D.N.F.	.....	..

CUTTER DIVISION

Bicho Malo II, Mario Muñez Bustamente	67:41:10	55:52:49	1

Gulf Stream — Habana Yacht Club Cup for first in fleet on corrected time; Tourist Commission Cup for first in division. *Good News* — Presidente's Cup for first to finish. *Bicho Malo II* — St. Petersburg Yacht Club Trophy for first in division.

THE MONTH IN YACHTING

(Continued from page 62)

10. Neither the Diesel yacht nor the schooner being in sight of one another, fog signals were required by law and all other signals were prohibited. The schooner's signal was correct; that of the yacht was not.

11. You can get a north and south line of position from the sun at any hour of daylight when the sun's declination is the same as the observer's latitude and of the same name.

12. The principal stars available for evening sights off Nantucket in June are: Regulus, Spica, Arcturus, Antares, Vega, Polaris.

13. The divisions of a vernier may be either greater or less than those of the scale.

14. It is better to have the surface of the wood in a boat's bilge bare than painted. When painted with red lead or similar heavy paint, there is always a fillet in the angle between the frame and the plank, and this fillet will have water under it, which promotes dry rot.

15. Fashion pieces are the timbers at the after part of a vessel which form the shape of the stern and connect the transom and the side.

16. In boatbuilding, the siding of a frame is its fore and aft width; of a keel or stem, its athwartships width. The moulding of a frame is its athwartships thickness; of a stem, its width fore and aft; of a keel, its vertical dimension.

17. A vessel is beneaped when she goes aground at the top of a spring tide. As the tides decrease in range, she may stay aground until the next spring tide, in two weeks.

18. "Aft" means toward the stern; you go aft. "Abaft" means nearer the stern than something else; the mizzenmast is abaft the mainmast. "Astern" is outside the ship and away from the stern; the land lies astern.

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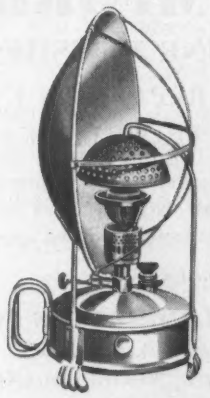

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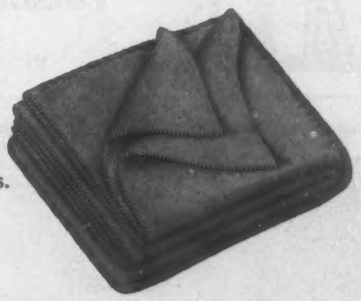

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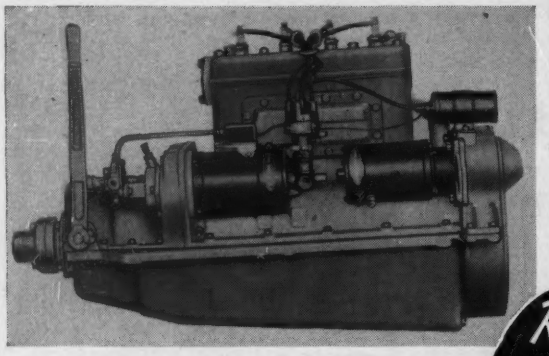

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APRIL 4TH THE DATE FOR FIRST "YACHTING" NAVIGATION COURSE

MEETING with a prompt response from our readers, the first YACHTING-Sponsored Practical Navigation Course gets under way with the sailing, on April 4th, of the Grace Line's cruise ship *Santa Rosa*. Applicants who have not elected to take the first course will be informed in ample time of the second sailing date, which from present appearances will be late in April or early in May.

As exclusively announced in our March issue, the YACHTING-Sponsored Practical Navigation Courses undertake to teach in a simplified and workmanlike manner the fundamentals of finding a vessel's position at sea. The complicated and confusing abstractions of the classroom are supplanted by the fascinating work of bringing the sun to the horizon, working up sights by modern methods, transferring the findings to a chart, and determining the position of the student observer on the earth's surface.

THROUGH collaboration with the Grace Line, its West Indies cruise ships, the *Santa Rosa* and the *Santa Paula*, are the floating workshops of this valuable method of instruction. These luxurious vessels alternate in weekly sailings from New York to the Caribbean Sea, making regular stops at Bermuda, Curaçao, La Guaira, Puerto Cabello, and again at Bermuda before returning after twelve days to New York.

On each sailing for which a nucleus of student navigators has been formed there will be a practical and experienced instructor. The ship's officers, coöperating with the instructor, will provide correct time as well as the ship's morning, noon, and afternoon positions so that the students' work may be accurately performed. Students with sufficient aptitude will also be coached in work with the stars.

Alf Loomis, of YACHTING's staff, will be the instructor for the course sailing April 4th. He, and his successors on later cruises, will have at hand a number of sextants for the students' use. Dividers, parallel rulers, and the few books and charts necessary for day-to-day solution of the celestial triangle may be purchased by the students either ashore or after they board their steamer. The total cost of this equipment comes to considerably less than $10.

NO CHARGE is made for the navigation instruction, that being included in the price of the passenger's steamship ticket. While YACHTING is not in any sense acting as the Grace Line's agent in booking passage for the YACHTING-Sponsored Navigation Courses, the magazine is prepared to provide information to those who write or telephone the Editors.

THE courses are offered as the most practical method of learning the art of navigation. Whether a man holds a junior commission in the Naval Reserve, whether he is an aspirant for such a commission, or whether, like hundreds of yachtsmen, he merely desires to learn navigation for his own pleasure and recreation, he will find participation in one of the courses invaluable.

THE VISITOR COMES TO TOWN

(Continued from page 71)

By usual small boat standards it's nothing short of tremendous with a bin for the anchor rode way forward, then another bin for other gear, hanging space for clothing, spare line, and other do-dads, and to starboard a shelf for items that don't hang well. Anyone who has had any experience with the mass of odds and ends of all kinds which find their way aboard small boats knows that the first requirement of handling them is just plain space. Hooks, shelves, lockers, bins, whatever else you need can be rigged up later.

THE layout plan shows a pipe berth lightly sketched in amid the splendor of this forepeak. It's there to satisfy the demands of those who want an extra berth for the youngster, brother-in-law, or ex-roommate who always wanted to cruise. We don't recommend it and would suggest as an infinitely preferable alternative a couple of pneumatic mattresses to be used on the 6′ 4″ cockpit seats with a cockpit awning for shelter and the cabin floor to fall back on as a last resort.

On deck the Visitor is a lot cleaner and freer than the uncoiled halliards in her first picture under sail would lead one to believe. The decks are amply wide, cleats and fairleads for the jib are carefully placed and a trick or two up forward has done wonders. Instead of the usual samson post, slap in the middle and very much in the way, there is a husky but innocuous wooden cleat somewhat off center. The anchor is stowed on chocks amidships, and only a couple of feet abaft the stem, and there's still plenty of room to stand and work way forward.

There's much more to be said about the efficiency of the large jib, the attractiveness of the tapered sails, the total lack of small boat chunkiness in the lines and the sheer and the ends speak for themselves.

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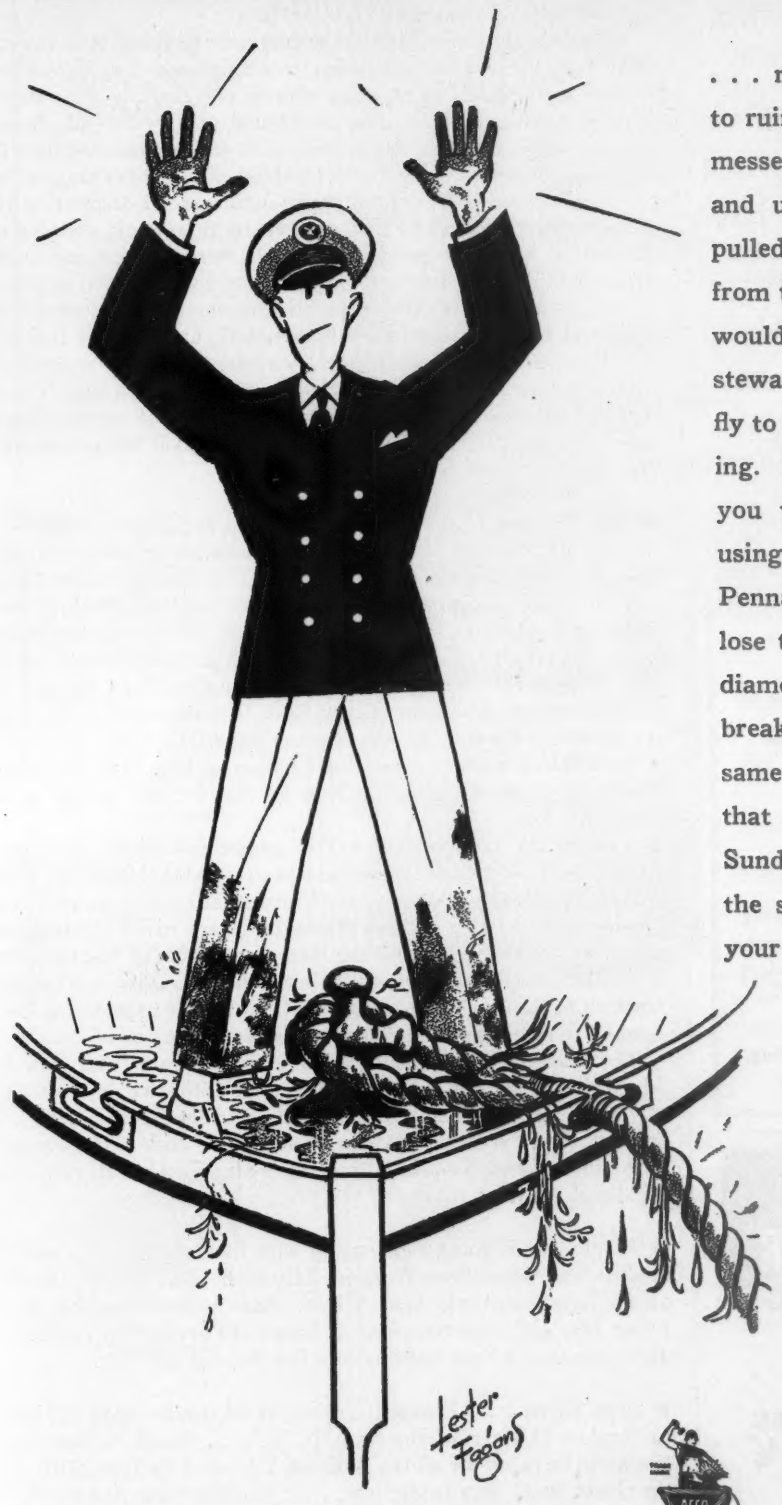

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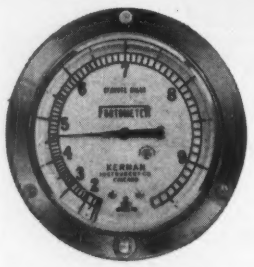

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News from Yachting Centers

SOUND WAVES

By Lee Scuppers

▶ At the risk of being labeled an acid and unconstructively critical grouch, lacking appreciation of the finer things of life, your old shipmate Lee cannot help but feel that the report of the special committee on "Y.R.A. Aches and Pains and How to Cure Same" should be classified with the result of the mountain's travail.

The document covered five long pages of single-spaced typing devoted to publicity, scoring and regattas. When it was all boiled down in committee discussion of sub-committee reports, it amounted to just about this: (1) Something is the matter with the Y.R.A., but no one seems to know just what. (2) Consequently, nothing can be done about it and the Y.R.A. will probably get along all right anyhow.

However, the committee did recommend to the Y.R.A. executive board that present regatta schedules be compressed by eliminating defunct classes and combining small groups on one starting gun; that race committees be required to order shortened courses for all classes on light weather days; and that an individual sustaining membership, like that of the North American Y.R.U., be established to bolster sagging finances. On the negative side, the committee snowed under a suggestion that special races for small classes be held at some more westerly starting point when the Y.R.A. fleet was operating east of Parsonage Point, and could think up no acceptable substitute for the present much-maligned scoring system.

Lee has looked over the proposed new starting schedule, which takes an hour and twenty-five minutes to complete, and will bet that Bill Taylor, Jim Robbins and the other more competent yachting reporters could clip fifteen minutes off the program without batting an eye. These men see more yacht races and meet more yachtsmen in one summer than the average race committee member does in a lifetime, yet few persons in authority ever consult them on yachting problems.

▶ The Cruising Club of America is going cruising this summer, or Commodore Al Stanford is going to know why. A three-day cruise over the Memorial Day week-end, from Stamford to Dering Harbor to Port Jefferson, including an informal overnight race between the first two ports, is first on the schedule. Later in the season, an offshore venture from Gloucester, or vicinity, to Chester, Nova Scotia, is proposed. Canadian yachtsmen and government officials have assured the Cruising Club that its vessels will be more than welcome Down East, thus disposing of the reports that, on account of the war, yachts were not wanted thereabouts. A third C.C.A. event will be a rendezvous at Block Island on June 11th, just before the old Blues and Crimsons gather at New London for the rowing races.

▶ Besides the Indian Harbor Y.C. cruise and its competitive squadron runs, three long distance races have been scheduled for June. The most important of these and the only ocean race so far booked for 1941 is a 355-mile passage from New London to Hampton Roads under the joint auspices of the Storm Trysail Club and the Hampton Y.C. The start is scheduled for June 21st. A special effort will be made to make this race particularly attractive to the smaller cruising yachts which are expected to be the backbone of the cruising-racing fleet this summer.

The Eastern Y.C. annual Lambert Trophy race from New London to Marblehead has been set for Sunday, June 15th, two days after the unusually early Harvard-Yale rowing regatta, and the Riverside Y.C. fixture for small auxiliary cruising boats has been set for June 28th to avoid conflicts with other events. As a rule, Riverside's Stratford Shoals race is held in the middle of June.

▶ Larchmont is going right ahead with its summer plans and has scheduled its traditional Race Week for July 19th–26th. Besides this blue ribbon event, Larchmont will hold Y.R.A. championship regattas on July 4th, Labor Day and some Saturday in June to be decided by the Y.R.A. schedule committee, to say nothing of a few Sunday specials.

▶ *Rope Yarns* . . . Phelps Barnum's Week-Ender sloop *Ala* has been sold to Stephen C. Carr, of Harrison, N. Y. . . . Frank Killian has put up a trophy to be raced for off the Bellport Y.C. on July 13th, 20th and 27th by the Great South Bay Interclubs. . . . Freddy Gade, the stockbroker who doubles in yacht brokerage, has become captain of the "Dinghy Mart" in the Grand Central Building, relieving Sam Register in this command. . . . The first of the new Reliance stock 30-foot cruisers was launched at the Wood basin on City Island, March 8th, in a wintry setting. . . . The Atlantic Coast smoker of the Star Class will be held on April 17th at the Hotel Edison, New York, with Bill Picken running the show again. . . .

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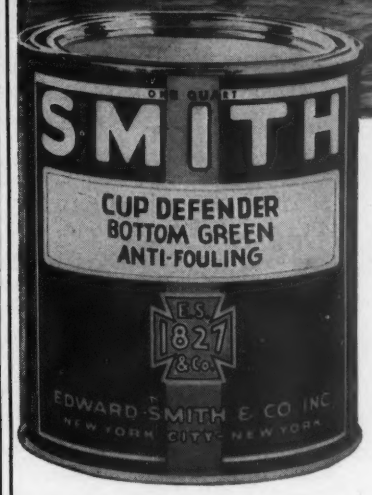

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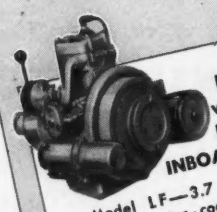

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John U. White, of Elizabeth, N. J., has purchased, through Sparkman & Stephens, the smart little cruising sloop *Babe*, with which the Matheson boys did so well in Southern waters. . . . The ketch *Dog Star* has gone to William A. Brown, of Marblehead. . . . The brethren Atwater, of Westhampton, plan to recommission Star No. 295, the old *Moonray*, predecessor of brother Dave's *Moonshine* on Narragansett Bay. . . . September 8th-12th are the dates for the Atlantic Coast championship which the East River fleet of the Star Class will hold in Eastchester Bay. . . . Art Knapp and Scotty Isdale, who won in Classes BO and X, respectively, in Larchmont's early winter dinghy series, repeated in the midwinter section.

MAINE COAST NOTES

By Austin K. Smithwick

▶ Changes in the waterfront of Portland Harbor, caused by the ever-growing program for defense, will have their effect on yachting. For one thing, the anchorage area will be carefully supervised for the first time in many years. This should be of real benefit to visiting yachts, as well as to local craft, the location of whose moorings has always been, with some few limitations, a matter of owner's choice. A strong probability exists that the area north of House Island, in the lower harbor, will be dredged to a 35-foot depth to provide better anchorage for cargo carriers and naval vessels. This work and the construction of a 1000-foot pier at the new Todd-Bath Iron Shipyard on the South Portland shore have caused the Centerboard Club to abandon its race courses in Portland Harbor. Members decided that getting snarled up with the buckets of a dredge or tacking in and out among pile drivers would be no fun, so the race committee will set new courses in the large area of unobstructed water between the Falmouth shore and Great Diamond Island.

▶ At the annual meeting of the Centerboard Club, all officers were re-elected for the 1941 term. It was voted to maintain, without payment of dues, the active status of members who may be called into military service.

▶ An exchange of races between the Centerboard Club and the Massabesic Y.C., of Manchester, N. H., is being arranged. The proposed foray into fresh water is causing some speculation among members of the Portland club as to the outcome. The Bowdoin College Y.C., of Brunswick, has also been invited to send a team to Portland in the early spring to race in Lightnings.

▶ The dates for the Casco Bay Interclub Regatta have been set for July 26th and 27th at Portland and Falmouth Foreside, and for August 16th and 17th at Harpswell and Mere Point. The Portland Y.C. also has fixed August 23rd for the start of its annual Monhegan Island race.

▶ No frostbite racing took place in Portland Harbor during the winter months but late reports are that at least five of the eight-foot prams will be rigged and ready to sail within a few weeks. Sails have been ordered, several 14-foot hollow masts have been built, and centerboards are being installed in the little boats which made such handy tenders for the Centerboard Club fleet last season.

▶ Notice to vacate by April 1st was given a short while ago to owners of yachts stored in one of the South Portland yards and this caused considerable excitement. It was explained that the notices were sent out for legal purposes in case the sale of the yard, now under negotiation, should go through, and the flurry died down. Owners now are told that, in any case, their boats will not be disturbed until a much later date.

▶ A new *Capronia*, 56 feet over all, and powered with twin Gray G.M. Diesels, is being built by Dawn for Grover Richards, who has sold his old *Capronia*, a 48-foot Dawn cruiser. Mr. Richards is a former rear commodore of the Portland Y.C. and an active cruising yachtsman.

▶ The Handy Boat Shop, at Falmouth Foreside, is installing a pair of Gray 6–90's in *Sissy*, owned by Vice Commodore Olcott Payson of the Portland Y.C. The boat is also being fitted for overnight cruising by the addition of a small cabin.

▶ At South Bristol, Harvey Gamage's yard is well along on the hulls of two 96′ mine sweeping trawlers. The Southwest Harbor Corp. is building five 26′ motor boats for use in mine laying operations. The boats are being built to War Department specifications. At South Portland, the Maine Shipyards, Inc., is reported to be ready to build 116′ vessels for the Navy. These are in addition to the twelve trawlers now under construction for F. J. O'Hara and Sons, of Boston.

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CHESAPEAKE BAY ACTIVITIES

By "Bugeye Bill"

▶ The Navy Department announcement that Capt. H. H. J. Benson, able skipper of the ketch *Vamarie*, has been assigned to command of the new battleship *Washington* was received in this area with mixed emotions. Since his tour of duty at the United States Naval Academy, Capt. Benson has earned for that institution a reputation unprecedented in yachting. All agree that his efforts in the sport have placed midshipmen high in the esteem of yachtsmen both on the Bay and elsewhere. During that time interest in sailing at the Academy has reached a new high, principally through his efforts. The racing fleet, too, is the largest in the history of the Academy. Fortunately, a well trained group of junior officers is now available to carry on the good record of Capt. Benson.

Capt. Benson, son of the late Admiral William S. Benson, chief of Naval Operations during the World War, was ordered detached from his duties at Annapolis last month. He goes to the Philadelphia Navy Yard this month where the *Washington* will be placed in commission May 15th, full two months ahead of schedule. The new dreadnought will join the fleet in September, according to present plans.

▶ Potomac River sailors again will begin the first organized racing of the season in this region when the Potomac River S. A. spring series opens at Washington on April 20th. A series of nine Sunday races will be held through May 25th. A preliminary "warm up" race is scheduled to be held April 13th.

▶ A busy season is in store for Annapolis Y.C. sailors who begin their spring series on May 4th. Seven races in all will be held each Sunday, beginning at 10:30 a.m. The fall series, according to Race Committee Chairman C. Cavode Davis, opens September 7th, while the annual regatta will be held July 11th to 13th. In this connection, the club is sponsoring a short race from Gibson Island to Annapolis Harbor for cruising and racing yachts on the regatta's opening day. The club likewise plans to repeat the highly successful off-season races for the large classes held last fall. Tentative schedule sets the dates as October 5th, 12th and 19th.

▶ P. H. ("Pete") Magruder again will head the Annapolis Y.C. as a result of recent elections which saw him unopposed for the office of commodore. Other officers are: Lawrence Thompson, vice commodore; J. M. Wilson, rear commodore; W. G. Sullivan, fleet captain; J. C. Flood, secretary; J. C. Hyde, treasurer, and Commander M. D. Gilmore, W. F. Stromeyer, and H. S. Strange, members of the board of directors. Magruder appointed Commander Davis, who has ably sailed *Vamarie* and other of the Academy yachts, chairman of the race committee. A new ballroom is nearing completion on the club's second floor and is expected to complement the bar built last winter.

▶ The most successful frostbite sailing series ever held in the Bay country came to a close early last month off the Old Dominion Boat Club in Alexandria. Since before Christmas, sailors have been competing every other Sunday in the new Penguin Class dinghies. As a finale, a so-called Virginia team of Ralph Youngs, Walter Lawson and "Speed" Lambert was paired off against a Washington trio of Bill Heintz, Mac Lamborne and Jim Alger. The former won the three-race series with four points to spare. Lawson, who sails with the Georgetown University Club, was high scorer of the day, which was marked by light airs.

▶ The famed little cutter *Babe* leaves the Bay this summer to take up permanent mooring around Nantucket. She has been purchased by John White of New Jersey, according to Bobbie Henry, at Oxford.

▶ John A. Remon, president of the A.P.B.A., last month was elected head of the President's Cup Regatta Association in Washington for his seventh term. Also elected were: Dr. G. Bache Gill, vice president; Robert V. Fleming, treasurer; Harry P. Somerville, executive secretary, and Ben McKelway, James A. Councilor, Tom Lodge, Col. W. J. Barden, Edward C. Baltz, Dr. R. Lyman Sexton, L. Gordon Leech and Bill Shelton, members of the board.

While receiving assurances from a Coast Guard spokesman that that service will have adequate vessels available for patrol duties, officers were told that the familiar cutter *Calypso* will not be available this year. She is too busy with national defense duties. The board is to consider the advisability of holding the regatta this fall in light of the international outlook. There is some sentiment in favor of cancelling the event. But should plans go through, the A.P.B.A. has sanctioned the dates of September 19th, 20th and 21st. Sailing races, sanctioned by the Chesapeake Bay Y.R.A., will be held the previous week-end

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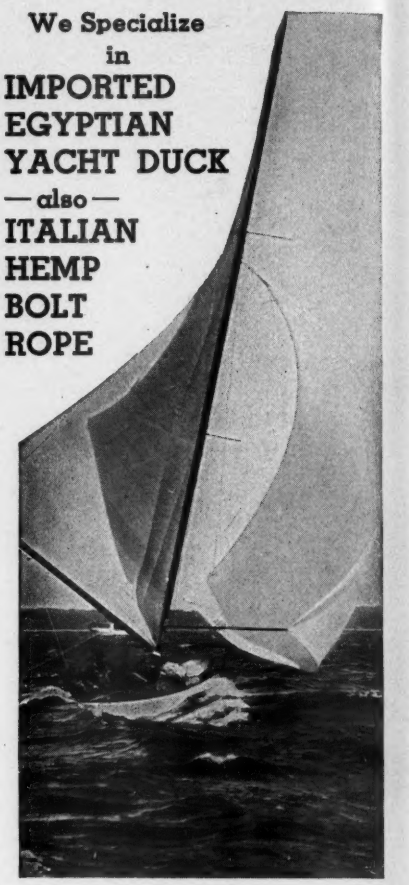

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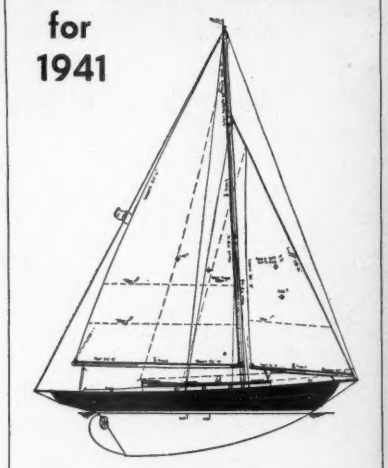

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NARRAGANSETT BAY GOSSIP

By Jeff Davis

▶ We are gradually getting the 1941 racing schedule worked out. About half of the clubs which usually sponsor regattas open to all classes have picked their race dates, and those which haven't are expected to make their selections from the Saturdays and Sundays still open.

That "expected" may sound funny to association race committees in sections where there are twice as many clubs in the organization as there are Saturdays and Sundays in the racing season, and the association committee can tell the individual club when it can have its regatta, if any. In this little yachting section, where each club committee runs its own race and the association officers stand by to do whatever the club committee asks to have done, veterans in association offices discovered long ago that the way to get clubs to coöperate was to coöperate with the clubs and not try to boss them.

▶ The Narragansett Bay Power Squadron will run its predicted log race Saturday, June 28th and hold a rendezvous the next day.

The first sailing ragatta will be started at 8:00 p.m. July 3rd. It is a 30-odd-mile race from Edgewood around Prudence Island. As the race will finish by daylight on the morning of the Glorious Fourth, it will make a three-day holiday and, so far, there's been no proposition to do any racing for the larger classes, giving them a chance to get in a little cruising. There may be a scrub regatta, however, for the day sailing type classes.

The Rhode Island Y.C., as usual, will sponsor the first regatta July 12th, and the Washington Park Y.C. regatta will be sailed the next day.

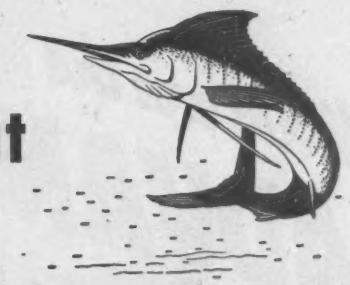
Other dates are: the Newport Y.C., July 26th; Conanicut Y.C., July 27th; Coles River Y.C., August 2nd; South Swansea Y.C., August 3rd; Taunton Y.C., August 16th and Edgewood Y.C., August 31st. This leaves Barrington, Bristol, East Greenwich, Ida Lewis Yacht Clubs and the Yacht Squadron of the Warwick Country Club plenty of vacant dates to pick from. Saturdays left open will probably be used for regattas managed by the Narragansett Bay Y.A.

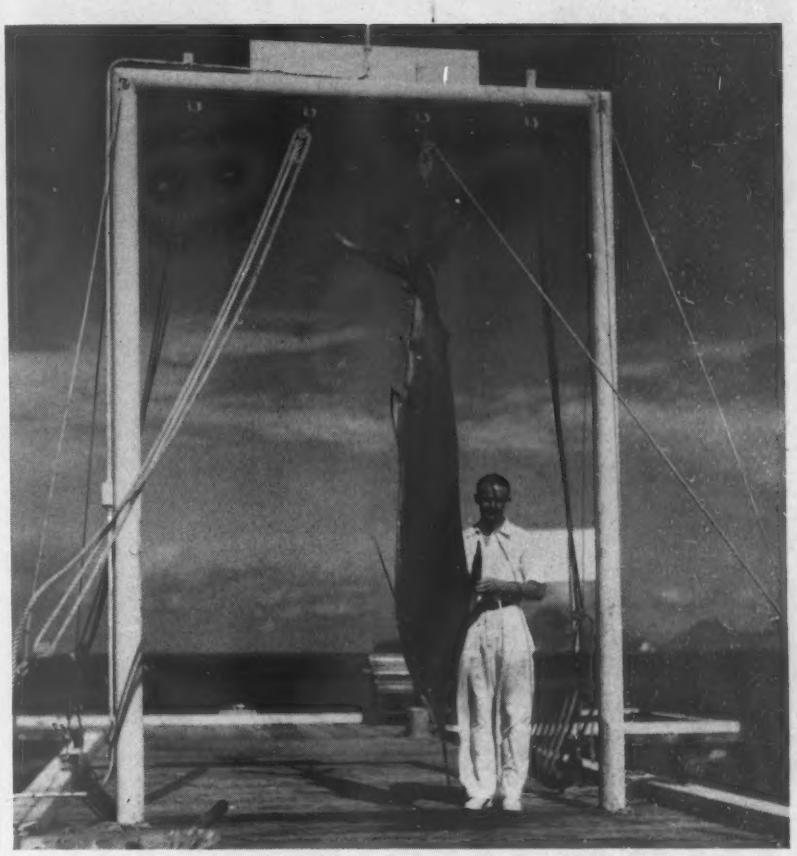
▶ Since the new Coast Guard Reserve will enlist men who don't own boats, there's a good chance that it will build up an organization here. The first Reserve, now the Auxiliary, fell flat here. Men who wanted to enlist couldn't and boat owners who could figured that if Uncle Sam ever got to wanting their boats, he'd take them anyway. Looks better now.

▶ The Sea Scouts are trying to pep up the sailing program started last year. Prof. Schock, of the State College staff, designed a nice plywood dinghy especially for the R.I. Sea Scouts and there was considerable activity among the boys about building them. Many were started but not so many were finished. At present, six boats have been completed and ten more are under way.

▶ *Short Ends.* . . . Power Squadron's lecture course in elementary pilotage all done but the examinations. Attendance at the Providence lectures averaged more than 100 and, at the Fall River course, more than 70. Seventeen advanced pilots who took the junior navigator examination now rate "JN." The whole class passed. . . . Stuart Day has bought the Crowninshield-designed, Lawley-built auxiliary yawl *Andot*. The boat is in Florida waters and several Rhode Islanders are out for the job of bringing her up. She is 40 years old and, if all the names she has had were painted on her transom together, she'd be down by the stern. . . . Charles McKenna has bought a 30-foot Chris-Cruiser, named her *Sonreed*, and will add her to the Edgewood Y.C. fleet. . . . Archie Fain's new 38-foot Chris-Craft had too much beam to ship by rail, so she came from Algonac to East Greenwich on a truck. . . . Bill Alexander, owner of the Star *Joca*, has changed his address from a school in Washington to the United States Naval Academy, Annapolis, Md. . . . *Jackrabbit*, Herman Hanson and Ruth Ann (Billy) Read, co-skippers, won the winter series of the Narragansett Bay Chapter of the N.A.D.A. and started right in again to pile up the points in the first races of the spring series. They're a hard crew to beat. . . . Al Smith (not he of the Brown Derby) has been transferred to Boston, so the Edgewood fleet will be shy his 28-foot raised deck cruiser *Paddy*. . . . Fred Rooks' 70-foot *Choctows* is the first of the Narragansett Bay power fleet to be bought in by the H. C. Moss Co., of London, presumably for British Navy use. . . . At Herreshoff's, the part of the south shop that leaned up against Comerford's *Aide de Camp* after the 1938 hurricane passed over and had to be torn down, has been rebuilt and now houses the second of the mine sweepers allotted to the firm in the defense building program. The south wharf, also stripped of its deck by the hurricane, is being rebuilt.

The Marlin are running at Guaymas!





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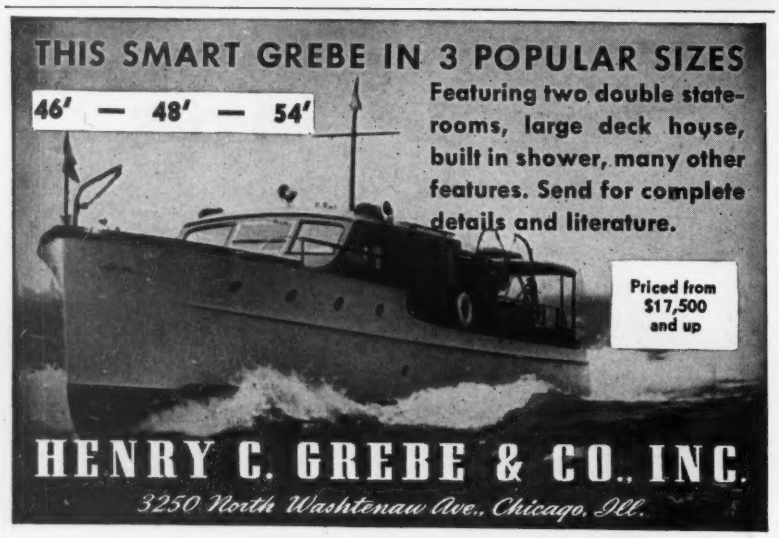
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THE SOUTH SHORE OF LAKE ERIE

By John G. Robinson

▶ The Forest City Y.C., of Cleveland, heretofore devoted almost exclusively to power boats, is going in for sail next summer. Four members, Bill Mack, Bob Leitch, Bob Gray and Harry Squires, have placed their orders for Mercury one-design class sloops and the boats are now nearing completion at the plant of H. W. Squires & Co., in Cleveland. These four boats will form the nucleus of the club's first one-design class fleet and members hope to have at least four more before the season gets under way.

The *Mercury* has an over all length of 18′ with 5′ 4″ beam and 3′ draft. Sail area is 156 square feet in main and jib. The design is by Ernest Nunes, of Nunes Bros., Sausalito, Calif. A complete description of this interesting class appeared in the August, 1940, number of YACHTING; in fact, that's where the Cleveland boys got the idea.

▶ The sailors of the Cleveland Y.C. are elated over the fact that the long-promised extension of the entrance pier at Rocky River will be completed before May 1st. The War Department has asked for bids with the idea of starting work before April 1st. The light buoy off Rocky River will be discontinued and a permanent range will be installed on the new pier.

The City of Lakewood is planning an addition to the Port of Lakewood this spring which will bring the new dock to the Detroit Avenue Bridge. This will provide at least 100 feet of space for visiting boats and accommodations for at least 40 small boats.

▶ An ardent cruising enthusiast, Paul H. Gartland, of the Lakeside Y.C., has bought the 34-foot auxiliary sloop *Chuckle* from Dr. Charles Taylor, of Akron. This is a notable addition to Lakeside's rapidly growing fleet.

▶ If pre-season activities can be taken as a barometer, the Toledo Y.C. will have one of the busiest seasons in its history. Commodore Charles Kramb has made a hit with his monthly sailors' dinners and Bill Miller has been conducting a weekly sailing class which has had an average attendance of between thirty and forty.

▶ Commodore George Michaux, of the Sandusky Y.C., planned to take his flag officers to Toledo on March 29th, aboard his flagship *Rainbow V*, to attend the annual spring meeting of the Inter-Lake Y.A. Commodore George is always one of the earliest afloat on Sandusky Bay.

John B. Clark, Cleveland naval architect, is taking over the Newmann boat plant at the foot of Franklin St., Sandusky. George Tutt, veteran boatbuilder, will be in charge of construction.

▶ The Lyman Boat Works, Sandusky, has just completed a government order for 24 submarine net tenders. The boats are 17 feet long and approximately seven feet beam, of heavy construction. They are designed for rowing or outboard power. Private orders now in hand total the largest in the history of the company.

▶ Cleveland owners who have their boats in storage at the Stadium Yacht Basin, have been asked to launch their boats by April 15th if possible, as the company is to construct sub-chasers on a large scale. Ted Zickes, superintendent of the yard, built 110-foot sub-chasers during World War No. 1 at his own plant at Rocky River.

▶ Charles Gilcher, of the Sandusky S.C., has ordered an Inter-Lake Class sloop from the Gordon Douglass Boat Co., of Vermilion. The new boat will be named *Koda II*.

The annual Sandusky Bay regatta will be held on July 19th–20th. The Sandusky Y.C. and the Sailing Club will coöperate.

▶ The Lorain Y.C. has announced the week-end of July 12th–13th for the annual Lorain regatta. A program for all classes of sail boats and a bang and go back race for power cruisers has been arranged.

▶ Herman Lund, well-known Erie yacht builder, has sold his Star to Eddie Roberts, of the Erie Y.C. Five new Lightnings are under construction at the Lund shop. These boats are for Uncle Andy Shafer, Bill Veenschoten, Harry Weining, Durker Braggins and Herman Lund himself. In all, there will be ten Lightnings sailing out of the Erie Y.C. next summer.

▶ The White City Y.C., of Cleveland, has elected the following officers for 1941: Commodore, Robert Schmidt; vice commodore, Raymond Norman; rear commodore, Howard Ranker; secretary and treasurer, Philip Rockwood.

▶ E. C. Anstaedt, of Columbus, has bought one of the new Abbott Week-Enders and plans to keep her at Vermilion, Ohio.

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FLORIDA TRADE WINDS

By Vivyan Hall

▶ In the five-races series in Florida waters, Dudley Sharp's *Gulf Stream*, from Houston, was slow to start but finished strong with a total of 34 points, to tie with William H. Labrot's *Stormy Weather*. Robert W. Johnson's *Good News* finished only one point behind. *Gulf Stream*, which had placed sixth in the race from Miami to Nassau and third in both the Lipton Trophy race and the Governor's Cup race at Nassau, won both the St. Petersburg-Habana race and the run back to Key West. *Good News* finished second at Habana and *Windigo*, under charter to Howard Baxter and a group of fresh water sailors, was second at Key West.

▶ The Biscayne Bay regatta was distinguished by a race of three heats for the Auerbach Memorial Trophy for all classes of hydroplanes. Though Bill Cantrell's Gold Cup boat *Why Worry*, Jack Cooper's *Tops III* and Jack O'Mara's *Voodoo*, both of the 225 Class, Andy Crawford's *Ed'n'Andy*, of the 135's, and J. D. McIntyre's *Happy Warrior III*, of the 91's, record holders in their classes, were entered, they all had mechanical troubles. As a consequence, Tommy Glennon, of West Chester, Pa., who withdrew his *Wild Goose IV* from "225" competition, won the trophy which had been moved to Miami from Atlantic City. Other winners were George Schrafft's *Chrissie IV* in the 225's; Ken McKenzie in the 91's; Forest Johnson in Class E runabouts; Theo Moore in Miami cruisers. In the outboards, Classes A, C and F were won by Mabry Edwards; "B" hydroplanes and "C" runabouts by Marshall Eldridge; Class M by Dick McFayden; and service runabouts by J. W. Alligood. Because of mechanical failures, entries for the time trials were few and no records broken.

▶ The Sunburn regatta held by the Biscayne Bay Y.C. had fewer races and better weather than ever. Dr. John Eiman brought seven Comets down from New Jersey. Robert Lippincott's *Sea Robin*, of Palmyra, was winner of this group, while Charles Allaire's *Spirit*, runner-up in the national championships, was second. Neil Coates' *Easy Seas* took the 19-foot class, and Tom Culbertson's *Tubby Too* the Class X dinghies. George Ratsey, who had raced in every previous regatta in his series of *Tubs*, crewed one morning for Marc Hall's *Dad's* for a total weight of 380 pounds in an 11-foot boat. Jane Cook's *P.D.Q.* won in the Moth class, with Dorothy Dooley's *Dopey* second.

▶ While sailing races have been popular for fifty years with Habana yachtsmen, it is only during the last year that motor boat owners have held regular events. In 1940, the championship trophy was awarded to Celestino Joaristi's *Nescatxa*, also the winner of the handicap series. Gerardo Barrera's *Huyele* was second and Armando Rodriguez Lendian's *Ayita* third. In the outboard events, Francisco Bonet's *Lourdes* was first in the open class and second in the handicap class, while Vicente del Real's *Clara* won the handicap and was second in the open. The annual race of the Habana Y.C. to Varadero was won by Miss Julia Aspuru's *Toledo*. For a number of reasons, it has been found advisable to postpone the race of motor cruisers from Miami to Habana until 1942.

▶ Nathan L. Mallison, former commodore of the Seminole Canoe and Y.C., Jacksonville, is the new national cruising chairman of the American Canoe Association and is already planning a series of cruises in Florida. Among the enthusiasts who have been paddling about the state this winter are: Commodore Howard Florance and William J. Rhodes, of Washington, and Rolf Armstrong and Sven Foresland, of New York.

▶ New officers of the Lauderdale Y.C. are James E. Bartlett, commodore, C. L. Chancey, vice commodore, Howard O. Pierce, rear commodore and Curtis Byrd, secretary-treasurer. E. Berkey Jones has been officiating in the Sunday races.

▶ The Howard Boat Works, at Daytona Beach, reports the sale of a 40-foot Chris-Craft cruiser to Fred C. Arner, of Buffalo. A 26-foot cruiser has been delivered to J. Minor Ewing, at New Smyrna Beach, and an 18-foot utility, also Chris-Craft, to William P. Matthews, at Clearwater.

▶ The Miami Shipbuilding Corporation has completed the acceptance trials of the first of a series of 63-foot motor rescue boats designed by Dair N. Long. These boats, powered with four 500 hp. Kermath engines, showed a speed in excess of 42 knots. They are being built for the British government.

▶ From the Keys comes word of good tarpon fishing, a party aboard J. P. Ogden's *Betty Dot* jumping about 40 one evening at Channel 2. Other yachts basing at Craigs for the fishing have been Albert Johnson's *Nicoya*, Frank

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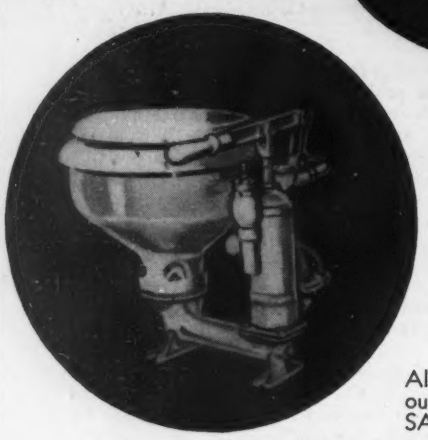

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MASSACHUSETTS BAY FLASHES

By Ed Earle

▶ The trend to stout cruising boats is noticeable and coastwise and overnight races should be well filled this season. All the yacht clubs with a blue water flavor are standing by their guns as far as long distance events are concerned. Especially significant is the announcement that the Eastern Y.C. will again hold the annual 171-mile New London to Marblehead race this summer. A fleet of more than 30 entries is expected to start in three classes from Sarah's Ledge Buoy, off New London, on Sunday, June 15th. Prizes will be given for the first and second boats in each class and the whole fleet will compete on corrected time for the Gerard Barnes Lambert Trophy, the winner of which receives a permanent replica. The clipper-bowed ketch *Tioga* of Marblehead, owned and sailed by the late Harry E. Noyes, holds the modern record for the course of 18 hours 37 minutes, made when she led the fleet into Marblehead in 1938.

The entry blanks have not yet been put in the mail but inquiries indicate a sizable fleet. Among expected entries are Commodore B. Devereux Barker's *Good Hope*, Rear Commodore Henry A. Morss, Jr.'s, *Grenadier*, Frank C. Paine's *Gypsy*, last year's consistent racing run winner in the New York and Eastern Y.C. cruises; Harry K. and Pike Noyes' *Tioga Too*, Morris F. LaCroix's Seawanhaka schooner *Mariann*, Walter M. Rothschild's *Avanti*, Rufus C. Cushman's *Dauntless*, Richard O. H. Hill's *Lucky Star*, Frank S. Bissell's *Dorothy Q*, David Ames' *Sema*, Harold M. Scott, Jr.'s, *Dawnell II*, J. William Robson's *Variant*, James S. Eyre's *Neap Tide*, Homer P. Clark's *Zodiac*, F. G. Towle's *Gosling*, Arthur W. Page's *Rampage II* and Homer M. Clark's *Nocturne*.

▶ Since New England yacht yards will receive a good share of the construction work resulting from the Navy's program of building 500 small craft for coast patrol and mine sweeping, yacht owners are getting their orders in early for repairs and refitting.

▶ Quincy Bay Race Week, which has grown to proportions second only to those of Marblehead Race Week in Massachusetts Bay, will be held from Sunday, July 27th, to Thursday, July 31st, according to an announcement made by President Edward J. Gallagher of the Association. Five yacht clubs, Quincy, Squantum, Town River, Merrymount and Wollaston, are sponsors of race week. With the increase of Indians, Hustlers and new Zeniths, the record of more than 200 boats is expected to be eclipsed this summer. A feature will be a marine parade on July 27th, which will follow a course passing the five clubs, ending off the Town River Y.C.

▶ Alden's office reports an order for four 147-foot steel Diesel-powered fishing trawlers for General Sea Foods, Inc., to operate out of Boston. They will replace earlier trawlers, which the Navy took over as mine sweepers last fall, and will be constructed at the American Shipbuilding Company, Cleveland. Other new work includes two 44-foot ketches, a 47-foot express cruiser for F. E. Schluter, of Trenton, N. J., to be built at Casey's Yard, New Bedford; a 125-foot car ferry for Lake Erie and a pair of 22-foot cutters, sister ships to *Sieglinde*, a 1939 Mackinac winner; and two 48-foot motor-sailers for New York yachtsmen, building at Whitehaven, Md.

▶ Among the sales from Alden's office are: the New York 32-footer *Windward*, from Ralph Earle, of Philadelphia, to P. H. Smith, of Manhasset Bay; the 20-rater *Popinjay* (ex-*Ruweida V*), from Jacob Cox, of Wianno, to M. D. Allen, of Salem. She sailed many seasons out of Marblehead and Eastern Point, Gloucester. The 31-foot sloop *Bunty*, from C. K. Cobb, Jr., Brookline, to George Brady, Boston; the 37-foot sloop *Norsquam*, from Clifford Roberts, Boston, to Atherton Clark, Baltimore; and the 21-foot sloop *Long John* to Albert T. and Albert P. Gould, of Marblehead.

▶ An indication that yachting will be bigger and busier comes from the Quincy Adams Yacht Yard. Spring outfitting is three weeks earlier than last year and there is an increase in private business although government work is going under forced draft in this section. The new Yankee One-Design for the Beverly Y.C. will be launched on April 1st; the new 58-foot cutter is to be delivered on May 20th and the 53-foot sports fisherman is scheduled to be ready June 20th. Seventy-five of the high class yachts in this locality are stored at the Quincy Adams yard and at present it looks as if the whole fleet would be in commission this year. The yard has received a contract to build the spars for a training ship in the Dutch East Indies. The order came through the Netherlands Purchasing Commission, New York.

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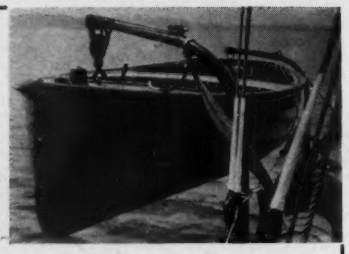

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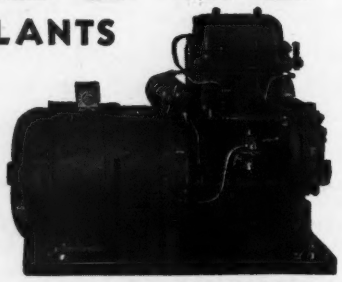

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FROM THE SOUTHWEST CIRCUIT

By E. G. Green

▶ One of the first announced interclub meets of this season in the Southwest is the invitation regatta of the Lake Worth S. C., Fort Worth, Texas, April 5th–6th. Ten or more sailing clubs in these parts have been invited to bring all the boats they wish to enter, and crews to match. A racy racing event seems assured, reports Paul Beasley, secretary. Prizes, medals, trophies and citations are ready for all, from winners to also-rans!

▶ Commodore J. Lewis Foster, of the Wichita Falls S. C., Wichita Falls, Texas, laments the low-water mark in Lake Wichita, especially near the club docks, but he and his crew are now behind a project to deepen the channel. This sailing club appropriately sponsors a local Sea Scout ship, whose young members make willing and able crews and deck hands.

▶ Sailing on the briny deep will become a reality for Oklahoma boat owners in November of this year, or soon after, when the Great Salt Plains Dam, on the Salt Fork of the Arkansas River, in north central Oklahoma, is completed. The glistening salt flats, visited annually by tourists from everywhere, will bed a reservoir 12 square miles in area behind a mile-long dam. Undertaken as a federal flood-control project, it will also be available for recreation purposes — and sailing among them.

▶ The eyes of Texas, as well as spirited glances from the whole Southwest will be upon the Fort Worth B.C., sailing beautiful Eagle Mountain Lake, as it begins its tenth season.

Beginning the club racing season in early April, Commodore T. H. Thomason announces the sixth annual invitation regatta on May 24th-25th, a home-and-home meet with the Houston Y.C. in June and July, and, finally, the Snipe Internationals in September, as well as participation in numerous southwest regattas elsewhere.

▶ Rear Commodore Russell Frank Compton, of the Oklahoma City Y.C., has been made commander of the local unit of the U. S. Power Squadrons, and Frank R. Culver, Sea Scout skipper, has been named lieutenant commander. Thirty members now are enrolled in the preliminary course.

LAKE MICHIGAN BREEZES

By Jeannette Oates

▶ The Commodore Otto Barthel series will be sailed under the auspices of the Chicago Y.C., August 21st, 22nd and 23rd, reports Commodore Victor C. Milliken, who represented Lake Michigan at the meeting of the Y.R.U. held at Rochester on March 8th. Also attending the meeting were Otto Barthel, of the Detroit Y.C., elected president of the Union for 1941; Tom Wade, Royal Canadian Y.C., reëlected secretary; Philip Farnum, Rochester Y.C., Fred Hill, of Buffalo, Alexander Winton, Jr., of the Cleveland Y.C. . . . The Barthel series, won by a Lake Michigan crew at Milwaukee last season, will be sailed in Class Q boats this year on the Thursday, Friday, and Saturday preceding the Chicago Daily News regatta. . . . Also up for consideration is a series of "R" boat races to be scheduled the early part of September in Cleveland, with crews selected from competing clubs.

▶ Nearing completion at Glenn Robinson's yard at Benton Harbor is a 40-footer for Dr. O. M. Vaughn, of South Haven, Mich. The new power cruiser will have every wrinkle in modern equipment such as a Hallicrafters ship-to-shore telephone and a Photo-Electric Pilot. . . . Dottie and Bert Billheimer, of the Jackson Park Y.C., have a new Star named *Savoy Plaza*. . . . Sandy Davis will race another new Star which is to be christened *Hermes*. . . . Bob Brandebury's new Star will be *Hummer*, of Wilmette, and Ed Sawyer will sail *Carolyn II*. . . . A Chicago Y.C. syndicate, Charles D. Wiman, Bill Faurot and Fred Spencer, will bring *Cotton Blossom II*, Class Q yacht formerly owned by W. H. Wheeler, Jr., from Stamford, Conn. . . . The Hoofers, of the University of Wisconsin, now number 200 sailors. This is a direct result of dinghy racing which was introduced at the school by Fred Gunther and Arthur Langlois, of the Racine Y.C. More dinghies are under construction. A frostbite schedule has been drawn up which includes racing at the University of Michigan, Racine Y.C., Chicago, and week-ends on Lake Mendota. . . . Green Bay Race Week is scheduled to start July 26th with the M & M Y.C. 100-mile race and conclude August 3rd with the final run of the Escanaba Cruising Race from

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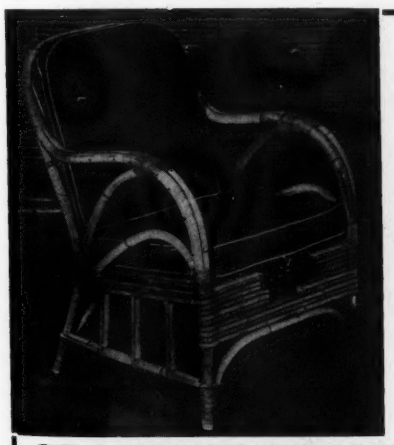

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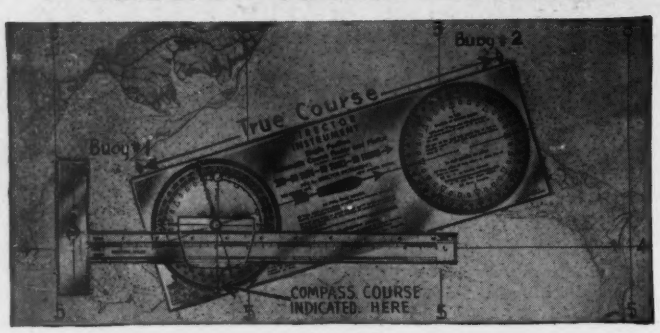

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Ephraim to Escanaba. . . . The Escanaba Y.C. fourth annual Cruising Race will start July 29th and be sailed over a four-legged course, Escanaba to Fish Creek, on to Menominee, from Menominee to Ephraim and the fourth lap to the home port.

▶ Harry Salmon and Clare Lindstedt, both of the Fox Lake Y.C., garnered Class A and B honors in the second annual International Skeeter regatta, sailed February 21st–23rd, one of the most successful regattas ever staged in this sport which takes not only a good breeze but good ice without snow. Gloria Gartz Vilas and Sue Vilas Grulee led in the ladies' skipper series. . . . The three-day series, in which all but one of the fifteen races were sailed, was topped by a winners' dinner. Next season's regatta will be held in Detroit. . . . Dr. Harvey L. Jorgenson, 1940 commodore of the M & M Y.C., has been elected the first commodore of the Chicago District, U.S.C.G. Auxiliary. . . . The annual Lake Michigan Y.A. regatta is slated for May 31st, at the Milwaukee Y.C. The season schedule, subject to last minute revision, has been approved. Following is the schedule for the May and June events:

May 29 — Chicago to Milwaukee, Cruising and Universal Divisions. Great Lakes C.C.
May 31 — Annual L. M. Y. A. Regatta, all classes at Milwaukee. Milwaukee Y.C.
June 14–15 — Invitation series, Star Class at Jackson Park. Jackson Park Y.C.
June 21 — Annual Michigan City Race, all eligible classes. Columbia Y.C.
June 21 — Milwaukee to Racine, Cruising and Universal Divisions. Milwaukee Y.C.
June 21–22 — Dreher Trophy, Star Class Races, at Milwaukee. South Shore Y.C.
June 29 — William J. Moore Regatta, all classes at Chicago. Jackson Park Y.C.
July 3 — Annual Saugatuck Race, Cruising and Universal Divisions. Jackson Park Y.C.
July 4–5–6 — Sterling Morton Trophy Series, Star Class off Belmont Harbor, Chicago. Chicago Y.C.
July 5 — Lake Macatawa to Chicago. Cruising and Universal Divisions. Geo. O. Clinch and Col. Robert Morse Trophies. Chicago Y.C.
July 7–11 — Great Lakes Junior Championship Races at St. Joseph, Michigan. Edgewater Y.C.
July 12 — Midsummer Festival Regatta, all classes at Milwaukee. South Shore Y.C. and Milwaukee Y.C.
July 12–13 — National One Design Great Lakes Championship Races at Milwaukee. South Shore Y.C.
July 19 — Annual Mackinac Race, Cruising and Universal Divisions. Chicago Y.C.
July 19 — Inland Lake Regatta at Milwaukee. South Shore Y.C.
July 26 — Port Huron-Mackinac Race. Bay View Y.C. of Detroit.
July 26 to August 2 — Sheridan Shore Y.C. Race Week, Star Class at Wilmette.
August 2 — Milwaukee Journal Regatta, all classes at Milwaukee. Milwaukee Y.C. and South Shore Y.C.
August 3 — Special Handicap Race at Chicago. Columbia Y.C.
August 7–8–9 — Lipton, Nutting and Gehrmann Cup Races, Classes R, S, Tumlaren and 110 One-Design off Belmont Harbor. Chicago Y.C.
August 9 — Milwaukee to Racine, Cruising and Universal Divisions, Douglas and Wadewitz Trophies. Racine Y.C.
August 10 — Open Regatta, all classes at Racine. Racine Y.C.
August 16 — Commodore Orr Memorial Regatta, all classes at Chicago. Columbia Y.C.
August 17 — Open Regatta, all classes at Kenosha. Kenosha Y.C.
August 24 — Daily News Regatta, all classes at Chicago. L. M. Y. A.
August 29 — Queen's Cup Race. South Shore Y.C.
August 29 — First Leg of Tri-State Race, Cruising and Universal Divisions. Chicago to St. Joseph. Columbia Y.C.
August 30–31 and September 1 — Shipping Board Trophy Races. Star Class at Wilmette. Sheridan Shore Y.C.
August 31 — Second Leg of Tri-State Race, Cruising and Universal Divisions. St. Joseph to Michigan City. Chicago Y.C.
August 31 and September 1 — Open Regatta, all classes at Milwaukee. South Shore Y.C.
September 1 — Monday. Third leg of Tri-State Race, Cruising and Universal Divisions. Michigan City to Jackson Park. Jackson Park Y.C.
September 6–7 — Lutz Trophy Races, Class Q and Eight-Metre Championship Series, at Jackson Park. Jackson Park Y.C.
September 11–12–13 — Reserved for Barthel Trophy Races.
September 14 — Milwaukee-Wind Point Race. Milwaukee Y.C.
September 14 — Commodore Sheldon Clark Regatta, all classes at Chicago. Chicago Y. C.

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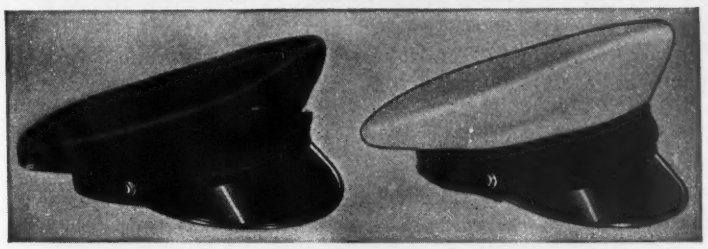

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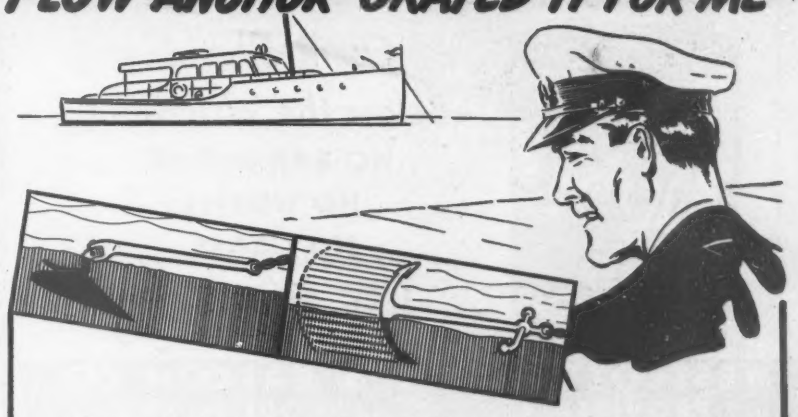

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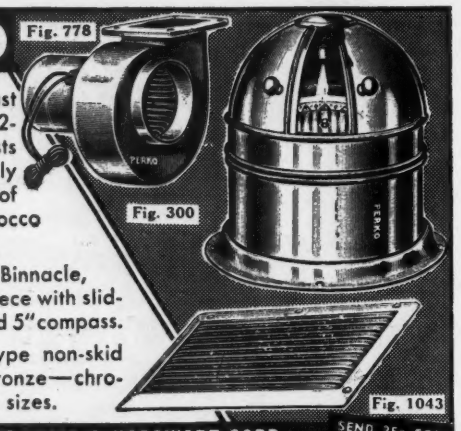

Fig. 778 — Exhaust Fan—Electric. 6-12-32-110 Volts, consists of heavy duty fully enclosed spark-proof motor driving a sirocco type exhaust fan.

Fig. 300 — Dome Binnacle, wrought brass, 2 piece with sliding doors, for 4" and 5" compass.

Fig. 1043 — Flat type non-skid Step Plates, cast bronze—chromium plated—in 2 sizes.

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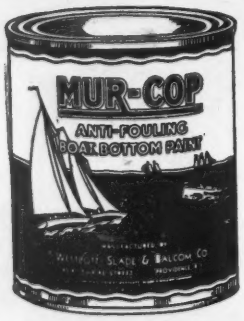

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PACIFIC NORTHWEST CAT'S-PAWS

By Ray Krantz

▶ Russell Gibson, Seattle Y.C., has been elected president of the International P.B.A. William Healy, Tacoma Y.C., was voted the new vice president, and J. F. Unicume, Seattle Y.C., secretary-treasurer. Roy D. Coy, Queen City Y.C., will be the judge of the International Power Boat Race, Seattle to Nanaimo, B.C., this summer.

On March 27th to 30th, Queen City Y.C. held a shakedown cruise on Lake Washington. On April 20th, the Commodore's Cruise is to be held.

▶ Allen C. Wright's 36-foot ketch-rigged motor-sailer, designed by Edwin Monk, was under construction early in March at the Jensen Motor Boat Corporation yard, Seattle. Also at this yard, Walter Thayer's new 36-foot Jensen-designed cruiser is progressing rapidly, and a 54-foot schooner-rigged motor-sailer for C. W. Harris. A 4-cylinder Superior Diesel will power her.

▶ Early in March, Frank Mohr's new 44-foot Chris-Craft cruiser arrived in time to be included in Motor Boat Marina's fourth annual motor boat show at Seattle, March 9th to 16th. A 25-foot de luxe enclosed Chris-Craft cruiser has been delivered to Lee Griffith. Other new Chris-Craft orders include an 18-foot utility boat for Dr. John McGregor, Bellingham; a 25-foot enclosed cruiser with 60 hp. motor for Buel Hannum, Seattle; a 19-foot runabout with 95 hp. engine for R. R. Atcheson, Seattle; and a 34-foot Chris-Craft de luxe enclosed cruiser for Elmer Nordstrom, Seattle.

▶ Gar Wood and Owens boats now are being sold by Commercial Automotive Service, Seattle, with Frank L. Hawkins in charge of this new activity. The company has a 25-foot Overniter model in the water for demonstration purposes. At the showroom, Gar Wood Royal and Skipper models, as well as the 30′ 6″ Owens cruiser, are displayed.

A third Eastern yacht line is represented by the new Sparkman & Stephens-designed Richardson 31-foot cruiser, now being sold by Roy W. Corbett, vice president of Marina Mart, Inc.

▶ The Tacoma Y.C.'s 1941 schedule is as follows: Memorial Day cruise and services, May 30th; Get-together event, May 31st to June 1st; Commodore's cruise to Dockton, June 21st–22nd; Wollochet power and sail cruise, July 30th–31st; new members' race, October 12th; and New Year race, December 28th.

Through the gift of DeWitt Rowland, brother of Gershom C. Rowland, commodore, the club now has title to a 100-foot tract on Wollochet Bay.

▶ Rupert Broom, well known as the guiding light of "George Broom, Sailmaker and Rigger," is having a 25′ 4″ cutter of what he calls the "English Channel type with straight stem," built at William Garden's yard, Seattle. She will have deadeyes and lanyards instead of turnbuckles. The yacht, which will carry a small gas engine for auxiliary purposes, is all framed.

▶ Speaking of small auxiliaries, Frank LeClerq's shipyard, Seattle, has started a new 29-foot "Puget Sounder" cruising sloop for Stanley Golub, Seattle. A Gray Four-22 will provide auxiliary power. At the same yard, Tom Alderson's new auxiliary is nearing completion.

▶ Charles Black of Seattle, has ordered from the Edward D. White yard a new 26-foot sport fishing boat from designs by Edwin Monk. The yacht will have two motors, a 130 hp. Chris-Craft engine and, as auxiliary, with separate shaft and propeller, a 3.7 hp. Lauson. The White shipyard is also building a group of 28-foot Monk-designed V-bottom sport cruisers, which will be sold by Marina Mart, Inc., Seattle.

▶ There'll be two new owners of the popular 20-foot Blanchard Junior Knockabouts: Henry Judson and Cebert Baillargeon, both of Seattle. And still another Penguin will be turned out by this yard, for Don Rottler.

At the Blanchard yard, in March, finishing touches were being given to three auxiliaries, Ben Seaborn-designed, for Rudy and Anton Peier, Keith Fisken, and Ralph James, Jr., all Seattle Y.C. members. James' 29-footer *Nautilus* has been sold through Arne Vesoja to Dr. W. D. Kirkpatrick, of Bellingham.

▶ An unusually large number of yacht building contracts is being awarded to Bellingham shipyards. At the Lind yard, Dr. E. C. Hackett's new Monk-designed 65-foot Diesel yacht is progressing rapidly, as is a 56-foot Diesel-powered cruising yacht for L. and T. Woods, of Sacramento. Another is a 45-foot Monk-planned cruiser for E. E. Davis, Queen City Y.C.; still another is Fred Kohler's 40-footer with 85 hp. Gray engine.

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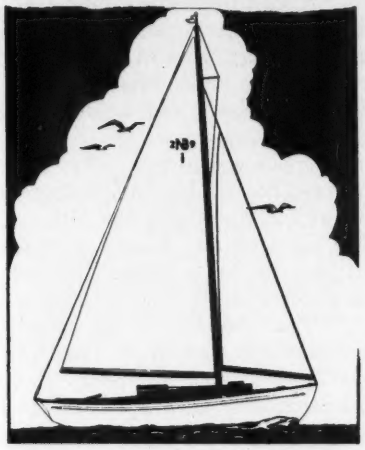

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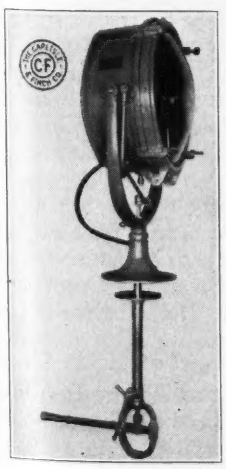

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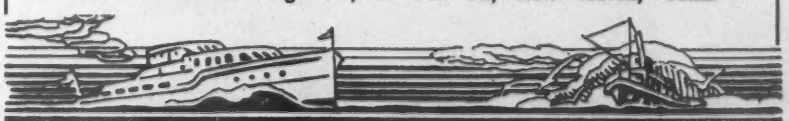

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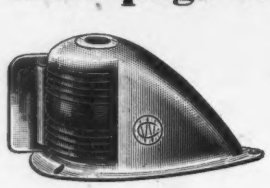

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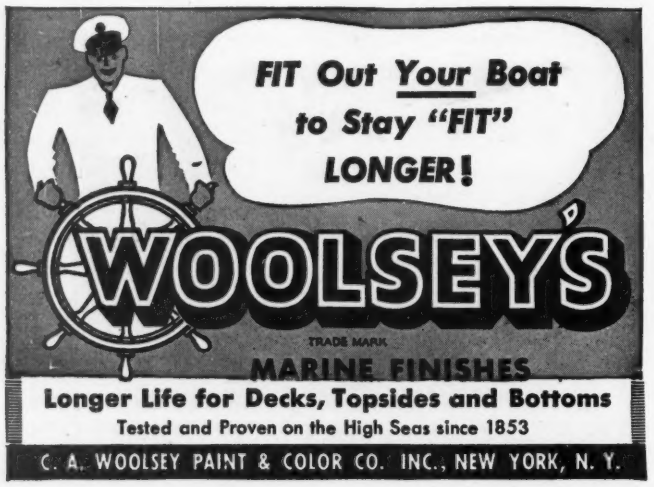
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DETROIT MICHIGAN

▶ *Olive-Bee* is the name of a new 34-foot sedan cruiser of modified V-bottom design being completed for April delivery by the Grandy Boat Company, Seattle, for A. H. Berg. She will have a Chrysler Crown engine working through a V-drive.

▶ Four 27-foot cruisers of similar design are being built at Bellingham by the William E. Sease shipyard, for W. S. Roberts, Sedro-Woolley; D. L. Guthrie, Ferndale; Mark Annabell and Ernest Johnson, both of Bellingham. The Sease yard is also building a 20-foot craft with Gray Four-22, for Harry Warner, Bellingham.

Frank Coleman is having a 32-foot cruiser built at the Youngquist Boat Works, with 90 hp. Chris-Craft motor. At the same plant, P. A. DeFries, Bellingham, has ordered a 22-foot sport fishing boat with Chrysler Crown.

A 36-foot Atkin-designed auxiliary ketch is under construction at the Carlson shipyard, Bellingham, for Alan K. Carroll, as is a 49-foot cruiser for Harry Parker, Bellingham.

▶ *Cat's-Paws*. . . . The Franck shipyard, Seattle, has launched a new 20-foot plywood-built sport fishing boat with 20 hp. Arnolt Sea Mite engine. . . . *Fran-ee* is the name of Verne D. Gooley's new 32-foot sport fishing yacht, built by Walter Howell, Portland. She has a 90 hp. Universal engine. . . . Emil Sick, of Seattle, has purchased the 50-foot Dawn cruiser *Consort* from Joseph A. Swalwell. . . . Jim Chambers, of the Edison Vocational School's shipyard, Seattle, announced that M. S. Larsen's new 40-foot Monk-planned cutter is due for launching in April. . . . Mike Shain, of Trimmerships Manufacturing Company, Seattle, will build a new 30-foot cruiser with Chrysler Crown power for a Seattle yachtsman. . . . Twin Six-145 Gray engines, sold by Richard Froboese Company, will power a new 49-foot streamlined yacht, also building at the Shain yard, for Frank Graham, of Tacoma Y.C.

SOUTHERN SAILINGS

By B. Rex Cross

▶ The New Orleans Gulf Star Fleet held its Spring Championship Eliminations on the week-ends of March 1st and 8th in some of the most blistering weather that has been witnessed here in some time. With a great deal of luck, Edward B. Jahncke and the writer managed to sail the new Star 1992 *Puff* to victory in the five-race series, finally accounting for three firsts and two fifths, totaling 52 points — five more than the nearest competitors. Gus Lorber, sailing *Scout*, was able to annex the number two spot and also to qualify for the big series on the 29th.

This year's edition of the Spring Championship is going forward in wonderful fashion. Harry Nye's *Gale*, from Chicago, G. Barron's *Anthlon II*, hailing from San Diego, and H. Thomas's *Parader*, of Peoria, Ill., are already entered. With tentative entries from Adrian Iselin, John White, Bill Baxter and Charles Maxwell, the series will probably be the most successful yet.

▶ The New Orleans District of the United States Coast Guard Reserve, under the command of Captain J. H. Ahern, is making great strides. The membership has already passed the 200 mark. Each week the group holds a class in which the whys and wherefores of the Coast Guard are learned under the instructions of an active Lieutenant, who flies from the training station at Pensacola to attend the class.

▶ The Southern Sportsman Show, the first of its kind to be held here, was a great success as far as yachting exhibits were concerned. The Southern Y.C. and the New Orleans Star fleet combined efforts to place on display a fully-rigged Star boat which "stole the show."

▶ *Puff*, the latest addition to the local Star fleet, was purchased by Miss Betty Stevens, who has chosen Bobby Hart for her crew.

▶ The cutter *Banashee*, designed and built by John R. Prados, was sold late last month to George Sullivan. The boat will be renamed *Philene* and may be taken to Gulfport, the owner's home, for the summer.

▶ At the annual meeting of the New Orleans Gulf Star Fleet, held at the Southern Y.C. early last month, the following officers were selected: Gus Lorber, captain; Breanon Cleary, lieutenant; Elizabeth Miller, secretary; Douglas Drennan, treasurer. With such old standbys as Vice Commodore E. B. Jahncke, Morris Newman and Herbert Van Horn serving on the Board of Governors, it makes a fine administration.

▶ It was learned recently that the new yacht harbor will be ready for occupancy by June 1st. As most of those who have been closely connected with the Southern Y.C. know, there has been a crying need for proper anchorage facilities to accommodate the club's visitors.

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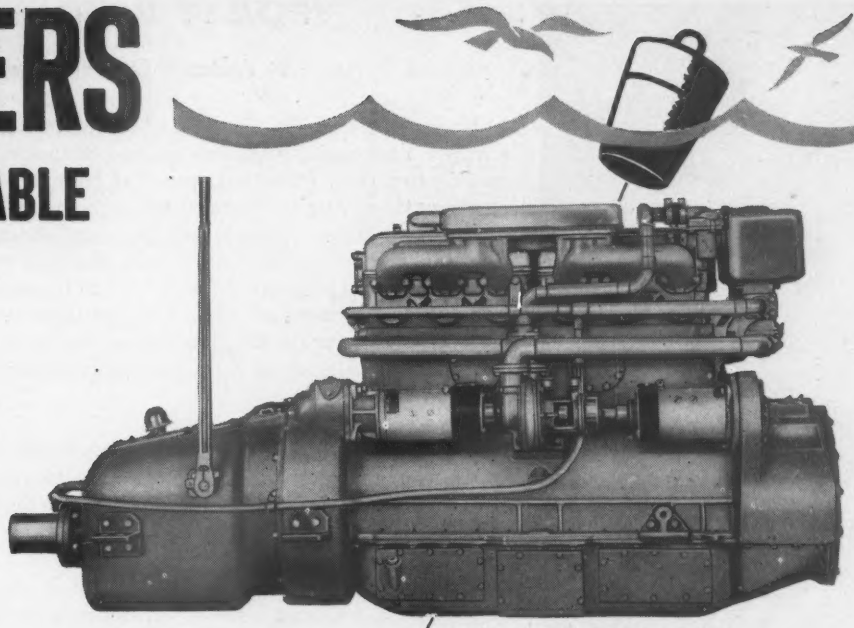

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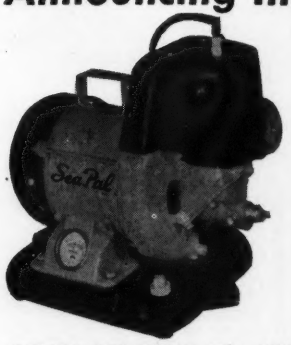

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COMET COMMENTS

By Malcolm D. Lamborne, Jr.

▶ Under Regional Vice President Frank Hoffman, the central and northern New York region looks forward to a banner year in Comet activity, according to reports from that area. The big event of the season will be the open regatta on August 23rd and 24th, scheduled for Geneva under auspices of the Lake Seneca Comet fleet and the Seneca Y.C. In addition to a perpetual trophy for first-place winner, this year will see perpetual trophies for skippers who place second and third in the series. And the Seneca Y.C. will award permanent prizes for the first three positions.

Herb Mylacraine, of the Irondequoit fleet at Point Pleasant, N. Y., reports that the Algonquin Y.C. there will sponsor an open regatta on July 18th and 19th.

▶ National Secretary Joe Fernandes has issued several new charters recently. Comet fleet No. 74, organized on Lakanoo Lake at Burlington, N. J., starts with six Comets. The group has as fleet captain Sinclair Roose, and John H. Dodds, fleet secretary.

▶ The Lake Mohawk Y.C., Lake Mohawk, N. J., where Herbert S. Croft is commodore, is Comet fleet No. 75. It has seven boats. On Long Island, at Stony Brook Harbor, charter No. 76 was issued to a group known as the St. James Comet fleet, which starts with ten boats.

▶ Jim Gould, new regional vice president for Long Island and Sound, announces that his club, the Huntington-Crescent, host to last year's national regatta, has obtained a sanction for an open regatta on August 26th and 27th, to be held on Huntington Bay.

▶ Only two days after he was elected president of the C.C.Y.R.A., Verner Smythe, of the Pequot Y.C., was called to active duty in the Army. He is now Capt. D. V. Smythe, U. S. A., and at this writing is stationed at Langley Field, Va., where he is tuning up ordnance for the Air Corps bombers instead of fitting out his Comet. Since life in the services finds a fellow moving about from time to time, Capt. Smythe's permanent address until further notice is 77 Warren Street, New York City, the offices of Secretary Fernandes.

▶ To permit a family Comet to be sailed in both the new junior division and in the regular series, officials of the Barnegat Bay Comet fleet have decided that, if the junior member of the family races in the former series, the same boat may also compete in the other. Skipper and crew in the junior division must be 20 years old or under on the first race day. Events will be held in the morning of the regular Saturday race days of the Barnegat Bay Y.R.A. The senior division will remain open to skippers and crews of all ages and its races will be sailed in the afternoon.

Fleet Secretary Jess Haydock reports that ten sailors have indicated that they will enter the junior series which was instituted for the less experienced skippers. Since the Barnegat Bay fleet numbers boats at six clubs along the bay, the following Comet owners have been appointed to assist the fleet officers: Ned Murdock, Bay Head Y.C.; Bruce Hargan, Mantaloking Y.C.; Ed Rothberg, Lavalette Y.C.; Harry Hooper, Island Heights Y.C.; Frank McGrath, Ocean Gate Y.C., and Tom Elkinton, Seaside Park Y.C.

▶ The popularity of the Comets at the Medford (Mass.) B.C. has caused the club to build additional storage space for the boats and to add personnel to take charge of tender and race committee services. Regional Vice President Bill Neilson, a member of Medford, reports that the fleet will have four new Comets this spring. They are owned by John Black, an old-timer at the club; Roland Hanson, Alex Murphy and Edmund Blake. Neilson also expects formation of a fleet at Waterman's Pond, in Rhode Island.

▶ Ed Scheick, fleet secretary of the Eastchester Bay group, at City Island, N. Y., announces donation of a perpetual trophy for the Fourth of July series. The donor is Louis Hanlon, one of the fleet members. The fleet also expects to give prizes for winners of each monthly series.

▶ Here are some of the important New Jersey Comet events for this summer: Seaside Park Y.C. regatta, August 2nd and 3rd; Stone Harbor Y.C., August 9th and 10th; Wildwood Y.C., August 16th and 17th; Ocean City Y.C., August 23rd and 24th, and Absecon Y.C., August 30th and 31st. . . . Fleet secretary of the first Comet fleet on the St. Lawrence River is Joseph J. Cardamone, Jr. . . . A Comet has made her appearance on the artificial lake of some 45 acres near El Paso, Tex. . . . Potomac River Comet sailors open their spring series this month in Washington, the first race being scheduled for April 20th; nine races in all will be sailed through to May 25th.

Well-tailored peajacket and slacks of fine wool navy Melton. Jacket scarlet poplin lined, $13.95. Pants with ample pockets, sailor's lace in back, $8.95. Breton beret, leather sweatband, red pompon, $1.95. Sizes 12–20.

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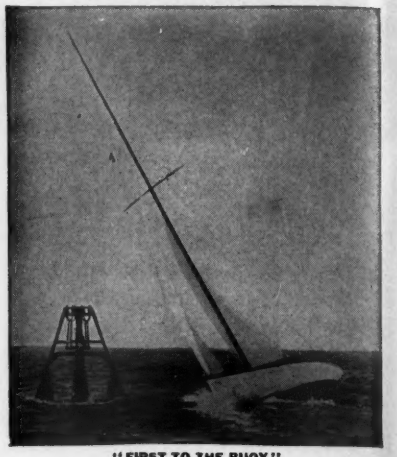

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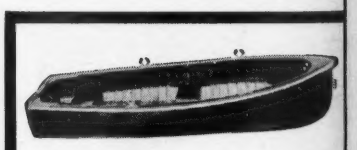

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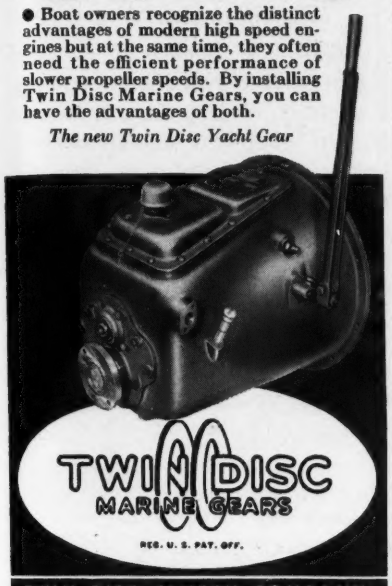

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LAKE ONTARIO NEWS

By W. Peck Farley

▶ The Rochester Y.C. was host to a fine representation of Western New York sailor men, members of nine clubs, for an evening spent in listening to Ernest Ratsey discuss sails, their set and care. The use of an electric fan and a model boat or sufficient portion of a boat, principally spars and deck, makes Mr. Ratsey's demonstration realistic and comprehensible.

▶ A newcomer to the Rochester Y.C. in the early spring will be John Castle's cutter *Fo' Castle II*. Mr. Castle purchased this boat from Arthur P. Hatch under whose ownership the boat was called *Melola*. She is 28' over all, built by Kennedy, who was formerly with Lawley, and was designed by Arthur Shuman.

▶ Some dozen or more up-state New York yacht clubs held a Snipe Class dinner and business meeting in Rochester recently. The full report of the meeting will be available for publication well before the start of the season.

▶ Herbert Mylacrane, of the Algonquin Y.C., has been named chairman of a committee to arrange for the combined Central New York and National Comet Regatta, to be held on Irondequoit Bay, August 19th and 20th. This event will be followed by the Central New York and National Team Championship in the Comet Class to be held on Seneca Lake, Geneva, N. Y., on August 23rd and 24th, under the sponsorship of the Seneca Y.C.

▶ George Culp, secretary and treasurer of the L.Y.R.A., has issued his report of the association's annual meeting. Heads of committees are as follows: Measurement and Sailing Rules, Dr. Frank Mills, R.C.Y.C.; Motor Yachts, Harold L. Field, R.Y.C.; One-Designs, William P. Barrows, R.Y.C.; Schooners, George Eggleston, C.Y.C.; Individual Membership, George Culp and L. R. Gordon.

ON COLLEGE CHARTS

By Leonard M. Fowle

▶ Owing to the early graduation at Annapolis this year, the Midshipmen's Boat Club has elected new officers. With the slate from the new secretary, Midshipman Bernard W. Moulton, comes word that the Naval Academy has ordered twenty more of the International 14-foot dinghies which will augment its fleet in this class to thirty by the middle of the spring. Besides Moulton, the new officers of the Midshipmen's B.C. are: Commodore William J. Hurst, Vice Commodore Walter R. Sadler, Rear Commodore Robert G. Gibson, and Treasurer James E. Pickens, Jr.

▶ An ideal center for the development of intercollegiate yachting in the South has been discovered at Charleston's famed military institute, The Citadel. The Citadel Y.C. has been in existence for three full years and boasts a membership of 137 enthusiastic sailors, a larger enrollment than many member clubs. One of the prime needs in developing intercollegiate yachting in a given area is a college which has the boat facilities needed to hold sectional regattas that will interest neighboring schools. The Citadel Y.C. has a fleet of 26 boats, ranging from Snipes and Sea Gulls to a 45-foot yawl and including four racing scows. Additions to the fleet of Sea Gulls are anticipated in the near future.

Situated on the Ashley River, the club has its own yacht yard and a 2300-foot pier where the authorities plan shortly to erect a clubhouse for the cadets' sailing. The commodore is Perry K. Bryant and William G. Daniels is secretary. This club may be the next applicant for membership in the Inter-Collegiate Y.R.A.

▶ College yachting has invaded a new section of the nation. From the Southwest comes news of a movement to sponsor the sport in Texas. The news comes from Burton Parker, who sails in the summer out of Boston Bay's Wollaston Y.C., that some intercollegiate races have already been held in this section and that the students of Texas Agricultural and Mechanical College, Rice Institute, Southern Methodist University, Texas Christian University, University of Texas, and Houston University are desirous of organizing the sport in this section with clubs and an association.

▶ Runyon Colie, Sam Merrick and other former intercollegiate sailors around Philadelphia are building a fleet of Penguins for Frostbite racing on Barnegat Bay. One of their motives in launching this idea is to offer their

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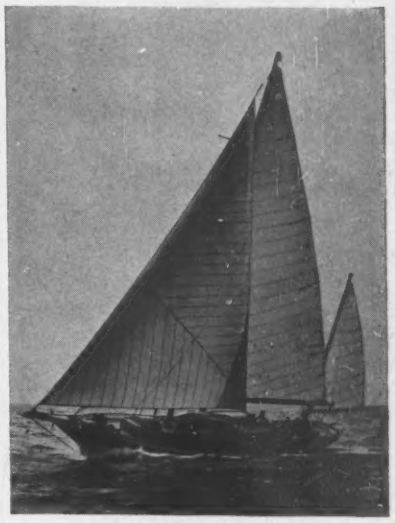

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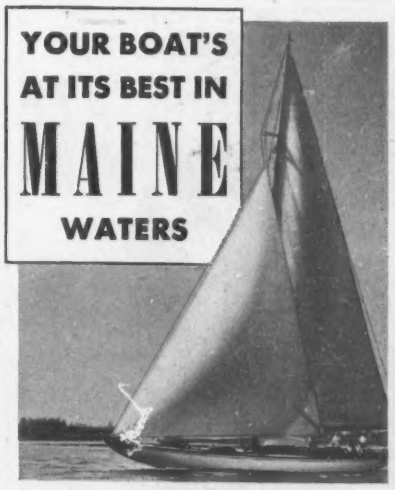

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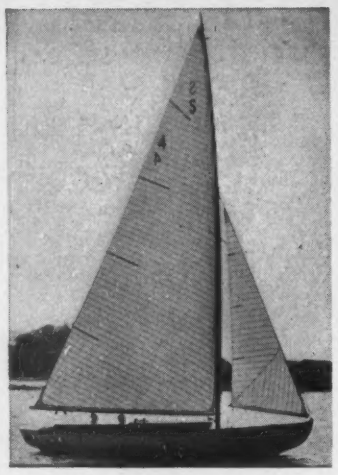

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boats to the University of Pennsylvania Y.C. for occasional college regattas in an effort to provide the Quakers, whose efforts to acquire a fleet of their own have been handicapped by poor dinghy sailing waters around Philadelphia, with an outlet to expand in the college yachting field.

▶ Early in March, as the first boats for the Boston Community Sailing Association's program began to come off the moulds, shore schools on the M.I.T. model were opened by the Boston College Y.C., Boston University N.A., Harvard Y.C., Northeastern University Y.C., Radcliffe Y.C., and Tufts Y.C. In inaugurating these training schools for instructors and novices, five of Tech's crack skippers were appointed advisors: Dick Gibson, for Harvard; Jim Tyson, Northeastern; Frank Kolk, Boston College; John Carleton, Boston University; and Dick Knapp, Radcliffe.

▶ In addition to Inter-Collegiate Y.R.A. Bulletin No. 13, "Spring Dinghy Racing," and No. 14, "McMillan Cup and Announcements," the Association also published, early in March, two pamphlets giving information about the I.C.Y.R.A. and its activities. These were designed to assist non-member clubs and new college yachting groups. Many favorable comments have been received on Pamphlet No. 3, "History, Organization, and Traditions," which briefly tells the story of the growth of the I.C.Y.R.A. since 1928, its aims, describes the present organization, and its racing and social activities. In addition to material for non-member groups, this pamphlet makes available, in concise form, information for member clubs. Pamphlet No. 4 deals with the latest statistics on college yachting. Extra copies of these pamphlets may be obtained by addressing the writer, Secretary of the I.C.Y.R.A., 36 Norman Street, Marblehead, Mass.

▶ *Around the Campuses* . . . Lehigh, traditional rival of Lafayette, has been interested in college yachting for three years, but only since the first of the year has the Lehigh University Y.C. been organized. Alex Wiggin, of Hyannis Port, is commodore and Joseph S. Thomas, of Bayside, secretary. . . . A brand new yacht club on which we hope to have more information next month is the Syracuse University Y.C., organized through the efforts of Hobart C. Whitney, of Liverpool, N. Y., with Connie Riddle as secretary. . . . In New England, new college clubs appear in the making at Connecticut State College and at Babson Institute. . . . The Lafayette College Y.C. now has eight boats available for some student use through the kindness of friends of the club but, according to Prof. M. D. Steever, will not be satisfied until a regular fleet is obtained on Lake Hopatcong. . . . The annual meeting and dinner of the Inter-Collegiate Y.R.A., previously announced for Saturday, May 10th, will be held at the Hasty Pudding Club of Harvard. . . . As early records of the I.C.Y.R.A. were not kept, the writer would like to learn the names of the presidents of the organization who preceded William B. Cudahy, 1933–34.

WEST COAST BUBBLES

By Waldo Drake

▶ In squally weather, Walter Elliott sailed his California "32" cutter *Escapade* to victory in the boat-for-boat, 67-mile race around Santa Catalina Island on the initial March week-end for the Mayor Shaw Trophy.

Escapade toured the overnight course in the South Coast's winter classic in 14 hours 20 minutes 50 seconds. She nosed out Cecil Vesy's Ten-Metre racer *Sirius*, which was followed by another "Ten," Wes Smith's Mid-winter Champion *Sally*, and then *Mistress*, *Stormy Petrel* and *Gringa*.

▶ Bud Lundy, of San Diego, started his 1941 season by capturing, with *Nuffy X*, both heats of the feature "C" Hydro race, at Long Beach on March 2nd, in the Marine Stadium's annual banquet outboard regatta. Winners and placing boats were:

C Service Runabouts. *C-48*, Bert Ball; *Gottago*, Robert Pfieler; *Miss Signal*, Pat Freeman.

C Hydroplanes. *Nuffy X*, Bud Lundy; *I Can Dream Can't I?*, Perry Peron; *Zipper Too*, Joe Del Beato.

Utility Class. *Gottago*, Robert Pfieler; *Dopey*, Stanley Piddiek.

C Racing Runabouts. *Gee Gee*, Garry Garrison; *Miss Signal*, Pat Freeman.

F Racing Runabouts. *Millionaire Kid VI*, Hovey Cook; *Gerry Boy*, Ralph Owens.

M Hydroplanes. *My Luck*, Al Graber; *Repete*, Paul Berry; *Ginger II*, Floyd Freel.

A Hydroplanes. *Lil' Doc*, Tom Ingalls; *Packard Bell Special*, Wally Francisco; *My Luck*, Alan Graber.

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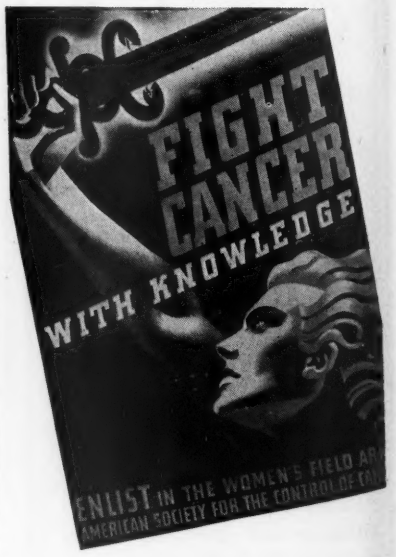

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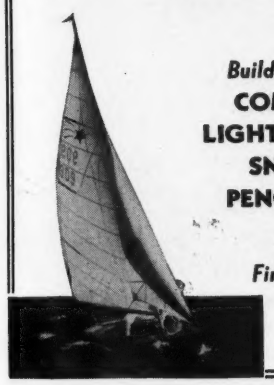

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One of the first of the new 12-foot International one design dinghies built by the Anchorage, Inc. of Warren, R. I. This one is shown racing at Larchmont with her owner, Bill Stetson, of Greens Farms, Conn. at the tiller. They have Vidal Weldwood stress-free molded hulls. The U. S. Coast Guard Academy at New London is acquiring a fleet of 24 of this new class

▶ Owens Plant Expanded and Improved

Due to the increasing popularity and demand for Owens Cruisers, the Baltimore plant of the Owens Yacht Company is now being considerably enlarged. The assembly line, formerly a straight line process through the plant to the water, is being changed to allow all boats under construction to turn off the main line and proceed through an entirely separate paint and varnish shop. The new arrangement returns the boats to the main production line for final installation of hardware, fittings, etc.

The new facilities will house 21 boats under construction at one time as compared to 16 in the past. When the changes and additions are in operation it will be possible to drop a new Owens Cruiser into the water every four hours.

▶ Chris-Craft Opens Plant at Cadillac

Jay W. Smith, president of the Chris-Craft Corporation, has recently announced that production of the company's products at the newly acquired plant at Cadillac, Michigan, commenced on February 24th. Construction facilities at present are being devoted to some of the smaller boats, particularly the 18- and 22-foot utility runabouts. In the future additional assembly lines will be developed for the production of various cruisers up to 30 feet in length.

The Cadillac plant, comprising 125,000 square feet of floor space, was purchased in January to enable Chris-Craft to meet increased production schedules. C. B. Morrison, formerly connected with the production division at Algonac, will be in charge of the new division.

▶ Power Squadrons Add To Board

At a recent meeting of the Board of Governors of the United States Power Squadrons, Rear Admiral Adolphus Andrews, U. S. N., newly appointed Commandant of the Third Naval District (New York), and Major General Julian L. Sohley, Chief of Engineers, U. S. Army, were appointed members of the board.

▶ Texaco Mailport List Revised

A revised list of Texaco Mailports has just been printed by Texaco Waterways Service and is ready for distribution to interested boat owners. The booklet gives the addresses of the three hundred Texaco Waterfront Service Stations on the waterways of the country which act as mailing addresses for cruising yachtsmen. Copies may be obtained by addressing Texaco Waterways Service, 135 East 42nd Street, New York City.

▶ Army Engineers Issue New Pamphlet on Gulf Intracoastal Canal

A new 64-page pamphlet, "The Gulf Intracoastal Waterway," has been issued by the Corps of Engineers, U. S. Army, describing in detail the inside passage along the Gulf of Mexico that presently will extend 1009 miles from St. Marks, Fla., to Corpus Christi, Tex. The publication is a joint effort of the district engineer offices at Mobile, New Orleans and Galveston.

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Architect's sketch of the new building now under construction for the Dale Yacht Basin at Bay Head, N. J. Chris-Craft, Lyman, and Skaneateles boats will be displayed on its 10,000 square feet of floor space

Each section of the waterway from St. Marks to Corpus Christi is described in the pamphlet and a map of the canal is presented in six sheets. The booklet also lists the marine ways, boat repair facilities, fuel stations, and terminals located on or adjacent to the waterway, and gives a table of distances between all points.

The Gulf Intracoastal Waterway now officially extends from Carrabelle, Fla., to Galveston, but work is scheduled to be finished this summer on the final portion of the Galveston-Corpus Christi link. Extension of the canal eastward from Carrabelle to St. Marks has been approved, but not yet undertaken.

The completed canal has a minimum project depth of nine feet and a minimum bottom width of 100 feet. Free navigation is provided for both pleasure and commercial vessels on all portions of the Federal controlled waterway, but tolls are charged on the state-owned Inner Harbor Navigation Canal at New Orleans, which connects Lake Pontchartrain with the Mississippi River. Small craft pay a fee of two and one-half cents per gross ton with a $2.50 minimum for use of both the canal and the canal locks. Larger commercial vessels pay a correspondingly higher rate.

▶ William J. Deed Returns to Designing Practice

William J. Deed, well known naval architect, who has been designer at Wheeler Shipyard, Inc., for the past four years, has resigned his position and returned to private practice with an office at 90 West Street, New York, with the Brooks Equipment Corp.

Mr. Deed is handling consulting work for the Patchogue Marine Works, Inc., of Patchogue, Long Island, and for Brunswick Marine Construction Corp. of Brunswick, Georgia, and designing in his own name. Having been a Superintending Constructor in the Bureau of Construction & Repair, U. S. Navy Dept. during the first world war, Mr. Deed is acquainted with work for the government and is specializing in working with builders on defense contracts.

▶ Patchogue Marine Works, Inc.

The Patchogue Marine Works, Inc., is busy improving the old Bishop Shipyard in Patchogue, Long Island, which they acquired recently and getting ready for the rush of spring work on their 300-ton and 100-ton railways, the largest on the south shore of Long Island.

This yard is equipped to build wooden boats up to about 150 ft. long and up to about 10 ft. draft and will specialize in government defense work. The organization is one of business men of excellent standing. Arnold I. Andersen is president, George S. Orr, vice president and Alfred A. Smith, secretary-treasurer. William J. Deed, well known for about 33 years as a naval architect, is handling the technical end, with Lewis A. Baker as foreman boat builder. Boats embodying modern refinements and best practices will be turned out under Mr. Deed's personal supervision.

In addition to new construction the Patchogue Marine Works, Inc., will handle repairs, overhauling, re-powering and engine installations. Their largest railway extends right up inside the big shed where work can be done under cover.

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